

The Hongkong Telegraph.

WEATHER FORECAST
CLOUDY
Barometer 29.18

April 24, 1913, Temperature a.m. 77, p.m. 83; Humidity...86, 69.

(ESTABLISHED 1881.)
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April 24, 1912, Temperature a.m. 73, p.m. 83, Humidity...74, 73.

9079

晚九十月叁年丑癸

FRIDAY, APRIL 25, 1913.

五拜禮

號五廿月四英曆西

836 P.M. AMST.
SUNDAY 10 C.M.

TELEGRAMS.

THE BALKAN CRISIS.

JOYFUL ALLIES.

Reuter's
[Service to the "Telegraph."]
London, April 24.

The fall of Skutari has evoked the wildest demonstrations of joy in the capitals of the Allies. The various cities were decorated and illuminated.

All classes in Belgrade joined in the orgy of rejoicing, wine flowing in the streets and the people dancing to the strains of gipsy music. Crowds, including many officers, attended the Te Deum in the Preobrajensky Cathedral.

In St. Petersburg a procession went to the Serbian Legation, the police hardly intervening at all.

The news was published in Cetinje at 2 o'clock in the morning. King Nicholas, from the balcony of his palace addressed the crowd and publicly embraced the representatives of the Allies. The enthusiasm was indescribable.

The Other Side.

The impression in Vienna, Rome and Berlin is most painful. It is feared in Vienna that the unity of the Powers will disappear when it comes to the point of expelling King Nicholas from Skutari. The "Reichpost" (Vienna) urges Count Berchtold to take action without delay.

The official press in Berlin are of the opinion that the fall of Skutari will not affect the decision of the Powers in the slightest degree, but the unofficial press regards the situation as most critical and threatening to revive the sharp antagonism between Austria and Russia. They express fears that Austria may take single-handed military action.

Austrian Demand.

It is unofficially stated in Vienna that Austria has asked the Powers to take action to expel the Montenegrins from Skutari within forty-eight hours or to entrust Austria with a mandate. The semi-official "Frederik" (Vienna) says that Austria has submitted to the Powers concrete proposals for drastic action to compel the Montenegrins to evacuate Skutari without delay.

Mr. Asquith's Belief.

Mr. Asquith, speaking at a banquet given by the Foreign Press Association in London, paid a tribute to the results of the European Concert, and said that, despite difficulties such as the fall of Skutari, he believed they would reach the goal which they had so long and laboriously sought.

Turkish Evacuation.

It is stated in Cetinje that the Turks marched out from Skutari with all the honours of war, taking their light guns. The town was short of foodstuffs and the ammunition was nearly expended. The armistice between Turkey and Bulgaria has been extended to the 5th of May.

Possible Compromise.

Later.
It is believed that, if not coerced, Montenegro will be prepared to listen to proposals for a compromise.

Austria's Bold Plunge.

Later.
It is now confirmed that Austria last evening circularised the Powers requesting them to take action to restore their prestige; otherwise she would be obliged herself to see that Montenegro vacates Skutari.

Hope Yet.

Despite the above Note, the excitement in St. Petersburg and the patriotic fervour of Montenegro, the feeling prevails among diplomatists in London that the crisis will be surmounted.

TELEGRAMS.

THE BALKAN CRISIS.

RUSSIAN REJOICINGS.

Reuter's
[Service to the "Telegraph."]
London, April 24.

Reuter's correspondent at St. Petersburg wires that the news of the fall of Skutari has revived Pan-Slavist enthusiasm. The press of all shades of opinion urge that a new fact has arisen which Austria must acknowledge, and that compromise must be sought. It is added that isolated action by Austria is likely to provoke a European conflagration.

GERMAN CONTRACT INQUIRY.

APPROVED BY REICHSTAG.

London, April 24.

Reuter's correspondent at Berlin states that, despite Ministerial opposition on constitutional grounds, the Reichstag has adopted the Budget Committee's resolution for the appointment of a Commission of Deputies and experts to investigate the whole question of Army and Navy contracts, with recommendations for the removal of any abuses. The Conservatives alone voted against the resolution.

AMERICAN MINE EXPLOSION.

FEARED BIG LOSS OF LIFE.

London, April 24.

Reuter's correspondent at Pittsburgh reports an explosion in a mine at Finleyville, Pennsylvania. Seventy bodies have so far been recovered, and it is feared that 120, or two-thirds, of the foreign employees, have perished.

CANADIAN NAVAL DEBATE.

CLOSURE AGREED TO.

London, April 24.

Reuter's correspondent at Ottawa wires that the Dominion House of Commons has adopted the closure resolution by 108 votes to 73. It was a straight party vote.

DUCHESS OF CONNAUGHT

London, April 24.

Her Royal Highness the Duchess of Connaught had a comfortable day and a better evening.

CALIFORNIA AND MR. BRYAN.

London, April 24.

A message from Sacramento states that both Houses of the California Legislature have resolved to welcome Mr. Bryan on his visit to the state.

TELEGRAMS.

THE BELGIAN STRIKE.

BETTER SIGNS.

Reuter's
[Service to the "Telegraph."]
London, April 24.

Reuter's correspondent at Brussels wires that the Socialist Congress voted by a three-fourths majority in favour of an immediate resumption of work. Already many workers have returned to their posts.

U. S. TARIFF BILL.

GERMAN PROTESTS.

London, April 24.

Mr. Underwood, the Chairman of the U. S. Ways and Means Committee, formally introduced the Tariff Revision Bill in the House of Representatives. Germany has protested against two administrative features of the Bill, the examination of the books of German exporting houses and discrimination in the case of German ships.

A "MILITANT'S" PUNISHMENT.

Amusing Suffragist Story.

The "World" has received from a lady correspondent, who signs herself "R.F.M.", a long and detailed account of the summary punishment of a militant suffragette. "R.F.M." says that she was motoring at night with her sister and brother, and caught two suffragettes "garden" on some golf links. One escaped but the other was captured, without the brother's help, and after "R.F.M." had received "a stinging but ineffectual slap in the face," the suffragette was put in the car with the idea of her being taken to the nearest police station. The end of the story may be told in the correspondent's words:

"Presently the prisoner, who seemed to be a pretty girl of good position, of medium height and not much more than twenty-one, recovered the use of her tongue. 'I think, if you knew the fix I am in,' she said, 'you would let me go. I don't want to tell you my name, but I hope you'll believe me when I say that I am engaged to be married, and the wedding is arranged for next Thursday.' She was struggling not to break down, and yet there was an ingratiating note of confidence in her appeal. I began to like her, in spite of her misguideness. 'But you've given us no choice,' I said at last. 'We think it is our duty to see that you are punished for what seems to us to be wilful insanity or at best childish naughtiness.' She considered that. 'If you really mean it, can't you see to it with-out the police?' When the car was at a standstill and my brother had strolled off down the road, I explained that we had come to the conclusion that the offences of the militant suffragettes could most suitably be moderated by treating the offenders either as rebellious children or persons of perversely unsound mind, and using time-honoured methods for improvement. I said that we could not conscientiously let her go free, but that if she agreed to allow herself to be treated, at her option, as a child or a lunatic, she would receive from us (the women of the party I made clear) either a whipping or the well-known alleviation of over-heated brains—shaving of the head—according to her election. I devised a plan of action as I spoke, and told her that if she

TELEGRAMS.

WORLD PEACE.

MR. BRYAN'S DREAM.

Reuter's
[Service to the "Telegraph."]
London, April 24.

A message from Washington states that Mr. Bryan has submitted to the Foreign Relations Committee of the Senate a plan for a world-wide peace movement. Mr. Bryan entertained Mr. Bryce, the retiring British Ambassador, to a farewell dinner at which there were no wines. He advocated the reduction of the American Navy and a policy of gradual disarmament, which he hoped the European nations would imitate.

accepted our alternative to the police station, she would be blindfolded and driven to our house, and after retribution had been meted out to her there, back again to the scene of her offence, and left in the road. I said that she would understand the necessity for such precautions, and pointed out that we should be making a great concession to her in risking a departure from the obvious course; and I finished up by asking her formally for her decision. She winced a little as she listened and emphatically declined the suggestion that she should lose her hair. After hearing me out with patience and attention, she brooded herself fairly to meet the situation, and in a firm but nervous voice thanked me for giving her an alternative not inconsistent with her marriage, and said that she would submit to be whipped 'for the first time in my life.' 'That is some excuse for your foolishness,' I commented.

"We gave my brother a call, fitted my knitted woollen arctic helmet, hind-before, over the head of our delinquent and soon reached home, where the servants had all gone to bed and were probably sound asleep. The helmet was not removed until we reached the morning-room and the door was shut. My brother disappeared, we made a presentable emergency birch, and told our militant that we intended to give her a dozen strokes. She seemed almost hypnotised, and gave my sister very little trouble as she prepared her, after which I put the red into action with marked (and well-calculated) effect. All things considered, the poor girl showed praiseworthy fortitude; she made no disturbance, and, in fact, hardly cried out at all, while her sobbing subsided. As soon as she had regained her composure we replaced the helmet and escorted her back, till she came to the point where we first set eyes on her."

WATERING COTTON.

The Peiyang Commercial Development Association of Tientsin has petitioned the Nunglingpu (Board of Agriculture), pointing out that cotton farmers or dealers frequently water cotton, thereby severely damaging one of China's most important export trades. The Association requests the Nunglingpu to instruct the various authorities in cotton-producing regions strictly to prohibit this foolish and evil practice. The Nunglingpu accordingly has instructed the Civil Governors of all Provinces to prevent watering cotton and to report upon the measures adopted to carry out this instruction.

Commander Flores.

The "Siam Observer" regrets to learn that Commander L. L. Flores is confined to his bed owing to a recent accident when he was on a trip in the Gulf and in which he was severely injured.

TELEGRAMS.

CHINESE CHRISTIAN.

A NOTABLE CONVERT.

Reuter's
[Service to the "Telegraph."]
London, April 24.

A message from Shanghai states that Mrs. Chang, a niece of President Yuan Shih-kai, has been baptised a Christian.

RUBBER MARKET.

Messrs Zorn & Leigh-Hunt, London, in their Mid-weekly report on the Rubber Share Market and list of quotations for March 26th, say:—The Easter holidays having intervened since the issue of our last report, there is little fresh to comment upon in the Rubber Share Market. The issue of satisfactory spring reports, to which we made reference last week, continues to be the principal feature, and prominent amongst the favourable showings may be mentioned the Java Amalgamated Company, which renders a particularly good account of itself, and fully justifies our recent recommendation of these shares. After setting aside \$2,000 for Depreciation and placing \$3,000 to General Reserve, a maiden dividend of 10 per cent is announced, and nearly \$2,000 goes forward. As very much larger returns of both Coffee and Rubber are expected for the current year, substantially better results will doubtless be disclosed for this season's working. Of the 404,000 Hevea trees planted, approximately 110,000 are in the tapping round at 31st December last. The Sheffield Company announces a final dividend of 10 per cent making 30 per cent for the year. At their present price (2.1-8) the shares yield, therefore, about 14 per cent. The prosperity of the Motor Industry is borne out by the statement made in the "Boston News Bureau" concerning the General Motors Company of U.S.A. For the period ending 1st March, this year's sales show an increase of about 60 per cent, compared with last season, and it is pointed out that the busiest part of the year is yet to come. While general business in the share market has naturally been at a minimum, the reappearance of the small investor is noticeable, and during the last day or two there has been a resumption of this type of buying, especially of "young producer" shares, and on the other hand, there are very few selling orders in evidence. Allagars are wanted at 2/7, and Anglo-Dutch at 10/8. A fair line of Bagan Serai was taken at 2.1-16 x.d. Bandars have been changing around 22/8 premium. There is a small seller of Bidor in the market about 3.1-8, and Bradwalls have gone back ashore. Bukit Kajangs are buyers at 2.3-4, while 2.1-12 is bid for Bukit Sombawangs. Highlands have been taken at 3.15-32. Inch Kenneths are wanted at 6.11-16. Java Amalgamated are a good feature, the financial position of the company being considered extremely strong; 32/0 o.d. is bid for the shares. Kamunings have been active between 3/10.1-2, and 4/1.1-2, and Kapars are wanted at 7.11-16. Komboks are obtainable at 3/11. The Continent bid 6.7-16 for Kuala, but shares do not offer below 6. Langkat Sumatras have recovered nearly 1. Malacosa responded to Paris purchases, and show a rise of 1. Patlings are higher at 14, and Peraks buyers at 8/0. Seaports do not offer below 20/8. Selangors have held their quotation of 13. Sheldons improved 1-16, to 24, on the report and final dividend distribution. Straits Rubber shares have been purchased, and do not now offer below 54. A few Sangai Salaks offer about 3.15-18.

TELEGRAMS.

PRAYERS FOR CHINA.

A SPECIAL LITANY.

Reuter's
[Service to the "Telegraph."]
London, April 24.

The Archbishop of Canterbury has issued a special Litany for use on Sunday next, and the Archbishop of York has invited all his Diocese to participate in the Day of Prayer for China.

Messages to President Yuan. Mr. Bramwell Booth has telegraphed to President Yuan Shih-kai saying, "Salvationists throughout the world unite in prayer for your great people." The Chairman of the Conference of the Protestant Missionary Societies in Great Britain and Ireland has telegraphed greetings to President Yuan.

IMPERIAL WIRELESS CHAIN.

LATEST ANNOUNCEMENT.

London, April 24.

In the House of Commons, the Right Hon. Mr. Samuel, Postmaster General, in the course of his annual Post Office statement, said he regretted the delays regarding the Imperial chain of wireless stations, but he expected the Report of the Export Committee soon. He announced that the sites had been selected in the case of England, Egypt, India and South Africa, while those in East Africa and the Straits Settlements were being selected. The Governments of India and South Africa would purchase their own stations, whereas the others would be owned by the Imperial Government.

THE POPE.

London, April 24.

The Pope is able to leave his bed and sit up for several hours daily.

NEWS FOR BUSY MEN

TELEGRAMS.

THE NEWS CONDENSED.

The Pope is now able to leave his bed and sit up daily.

The armistice between Turkey and Bulgaria has been extended to May 5.

Mrs. Chang, a niece of President Yuan, has been baptised a Christian.

The condition of the Duchess of Connaught is now reported as being satisfactory.

Germany has protested against two administrative features of the U. S. Tariff Bill.

There is a probability of the Quintuple Loan to China being signed this week-end.

An explosion in a mine in Pennsylvania has, it is feared, resulted in the loss 120 lives.

The fall of Skutari was received with the wildest demonstrations of joy in the capitals of the Allies.

The Archbishop of Canterbury has issued a special Litany for the Day of Prayer on behalf of China.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Despite Austria's attitude, it is believed in London that the new crisis in Balkan affairs will be surmounted.

It is announced that the report of the expert committee on the Imperial wireless stations is expected soon.

The Socialist Congress at Belgium has voted in favour of an immediate resumption of work by the strikers.

Mr. Bryan has submitted to the U. S. Foreign Relations Committee a plan for a world-wide peace movement.

Austria has asked the Powers to take action to expel the Montenegrins from Skutari, or she may do so herself.

It is thought that isolated action by Austria in the Balkan crisis would likely provoke a European conflagration.

The assassin of Mr. Sung died in a Chinese prison at Shanghai yesterday, and foul play is suspected in some quarters.

Despite Ministerial opposition, the Reichstag has adopted the resolution for appointing a committee to investigate army and navy contracts.

Under the Imperial wireless scheme the Governments of India and South Africa will purchase their own stations; the others will be owned Imperially.

Greetings have been telegraphed to President Yuan by the Salvation Army and the Conference of Protestant Missions of Great Britain and Ireland.

LOCAL.

Some interesting billiard and tennis results will be found under the heading of local sport.

Further evidence in the Ping Shan armed robbery case was heard this afternoon at the Police Court.

An American paper's interest-account of the work of the Italian Nuns in Hongkong is reprinted to-day.

A Chinese young woman was charged, at the Police Court this morning, with attempting to commit suicide.

A man and woman from Yau-mat were charged with the murder of a woman, at the Police Court this morning.

A man named A. Poll, has been arrested in a local hotel. It is alleged that some banknote impressions were found in his possession as well as some chemicals.

DON'T FORGET.

TO-DAY.

Bijon 9.15 p.m.
Victoria Theatre 9.15 p.m.
Institute of Engineers' and Shipbuilders—Paper on Diesel Engines.—9.15 p.m.

TO-MORROW.

Green Island Cement Co. Ltd. Ordinary General meeting, St. George's Building.—noon.
Interport Rifle Match practice. Northumberland and Durham Dinner. Hongkong Hotel.
Old Alleynian Dinner Hongkong Hotel.—8 p.m.
Bijon 9.15 p.m.
Victoria Theatre 9.15 p.m.
Monday April 25.
Land Sale P. & O.
Friday May 2.
H.K.F.C. Dinner.
Saturday May 3.
Hongkong Electric Co. meeting.—noon.

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Hongkong, 20th April 1913. J. H. TABBART, Manager. [25]

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Tm. No. 127. F. REICHMANN, PROPRIETOR. [62]

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H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [65]

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Hongkong, 1st Feb. 1912. [182]

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AND CHINESE

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of the

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China Mail.

Increased Cost of Warships.
The interesting point is that now Canada, for such a fleet unit as Australia has built, would have to pay, even in Britain, £5,150,400, instead of £4,407,151, three years ago, as compared with seven millions for three battle-ships of the latest type. The First Lord points to the higher cost of maintaining these ships in Canada, owing to the economic conditions prevailing there, and estimates that, at Canadian rates, the cost of maintenance would be £581,250, per annum, against £412,102, under prevailing conditions here. On the whole question of manning Mr. Churchill points out that our resources are now strained to their utmost limits, more especially as regards lieutenants, specialist officers (gunners, torpedo, and navigation) and the numerous skilled professional ratings which cannot be improvised or obtained except by years of careful training. His arguments undoubtedly force one to the conviction that the most practical and economic course for Canada to pursue—at the present time, at all events—is to make a contribution in ships, leaving the manning and other provisions to the Imperial authorities. But, of course, the home country cannot dictate to any of the Dominions over the seas the policy they should pursue in this matter.

Daily Press.

Chinese Judicial Reform.
It is but due to the Republican Government to say however, that it has shown an earnest desire for the reform of the judicial administration of the Country and with that object in view a large number of students have been sent abroad to study the legal systems of the West. In the "China Year Book" the comment is made that "the new judicial system provides for officials with purely judicial powers (as opposed to the old system under which officials combined judicial with administrative functions), but any attempt to train an efficient judiciary must prove abortive until the new Codes have taken the place of the old laws." Our own view is that until China has a sufficiency of men trained in Western jurisprudence—on which the new Codes have been so largely framed—the old laws will continue to prevail and the new Codes be ignored. In sending young men abroad in increasing numbers to study Western legal systems and their administration, the Chinese Government is proceeding on lines which give the best promise of successful and permanent reform.

South China Morning Post.

Well Done, Montenegro.
The whole responsibility for the siege of Skutari rested, with Turkey, not with Montenegro. Had pressure been brought to bear on Turkey the siege could easily have been brought to an end long ago. Something other than humanitarian motives prompted Austria to interfere with Montenegro's freedom of action during the latter stages of the siege. When Montenegro comes to bargain about the frontier we may realise the real meaning underlying the harrowing tales, yet to be proved, which emanated from Vienna about the sufferings of non-combatants, the killing of nuns by exploding shells, and the forcible conversions of Albanians. The stories bear a suspicious resemblance to the anti-Serbian reports from the same quarter in connection with the Prochaska incident, reports which were later proved to be absolutely without foundation. When it is written the history of the Balkan war will cast some peculiar side-lights on the parts played by the Powers.

Captain Jackson, R.G.A.
Captain M. A. Jackson, R.G.A., has arrived in Singapore and is taken on the strength of the command.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best ALEXANDRA CAFE.

CHINESE FINANCE.

The American Withdrawal.

Mr. Huntington Wilson, Assistant-Secretary of State in the last as well as the present American Administration, has sent in his resignation and insisted on its immediate acceptance, owing to the radical difference of opinion which exists between him and the new Administration regarding its Chinese policy.

Meanwhile, comments the "Daily Telegraph's" Special Correspondent at Peking, the Germans are working as busily as bees to secure all possible concessions during the embargo placed by Sir Edward Grey on British industry and finance in China. Thus, apart from numbers of small loans by powerful mercantile houses ensuring future remunerative business, Messrs. Krupp offer to supply all the arms and ammunition needed on three years' credit, thus cutting the ground from under the feet of the great British armourers, such as Vickers and Armstrongs, who have long been represented here but are now officially cold-shouldered.

A wire from Peking to the Far Eastern Agency says that proposals have been made to the Chinese Government by British, German, Belgian, and American financial groups. An American group, notably, offers to advance to China \$35,000,000 in return for a concession to exploit the petrol mines. No decision has yet been taken on this subject.

According to the "Berliner Tagblatt," it is now definitely stated that the special loan contracted between the Chinese Government and the banking concern of Enpian, Brussels, for the construction of a railway line to connect the province of Kansu with the sea coast, amounts to £250,000,000, bearing interest at the rate of 5 per cent. Of this amount £100,000 were to be issued in Brussels on March 31 at the price of £481.50 for each bond of £50.

It is generally felt in Peking, says "The Times" correspondent there, that the American syndicate was the least essential element in the Consortium, and that its disappearance need not affect the continuity of policy of the other Powers or the existence of what henceforward becomes the quintuple banking group. President Wilson's statement of the policy of the new United States Government with regard to Chinese finance is considered peculiarly unfortunate in view of the false hope engendered in the Chinese that the United States are prepared to give financial assistance without reciprocity.

The "Morning Post's" Washington correspondent observes: President Wilson's purpose in retiring from the Six-Power loan agreement is to be in the position in which the United States can render greater service to China as a purely disinterested friend than if it were profiting from that country's needs. President Wilson's altruism is indicated by this policy. He believes a time may come when China will need friends. In that case the United States Government, having no financial status in China and being under no suspicion of entertaining territorial ambitions, would occupy, Dr. Wilson believes, a commanding position as the champion of China and her saviour from aggression.

In the course of a letter to the "Daily Telegraph" a correspondent signing himself "X" remarks:—

Whatever may have been the position a year ago, it is clearly not the same now. The fatality of the present unwieldy consortium has been proved by hard facts. The arguments which were used in support of it, and which in theory may have been sound, have been shown in practice to be of no account; and it has been proved that it is not practical to mix up politics and finance to the extent that the diplomats apparently had hoped. The present writer recently discussed this very point with one of the leading bankers in Peking, who remarked that in 1910 the Quadruple Group worked on a commercial basis, and was consequently effective; while in 1911 the Sextuple Group, as it had then become,

was a political combination, and its commercial efficiency had gone. By directly interfering in a matter wholly within the competence of the financial community, Sir Edward Grey has produced an episode the true history of which is certainly without parallel in the records of "high finance." Wholly effective for the purpose for which it was designed, its immediate result has been to prevent the free supply of money to a country which has immediate use for it. For it would be ridiculous at this stage to dwell on the question of the safeguards necessary for the security of such money when the sole question which finally prevented the conclusion of the loan last month was the nationality of one of the advisers. The British merchant in China has had little to thank the Government for in the past, and now it seems that, by persisting in an ill-judged interference with the natural course of trade (for, after all, money is a commodity, just as much as any article which it purchases), the Government are likely to jeopardise and certainly will not advance, the great interest we have in that country.

"The Times" in the course of a leading article remarks:—

It must be confessed that the problem of loans to China grows less simple every month. On the one hand, the original reasons assigned when loans were sought by the Republic in foreign markets are no longer completely valid. We were told that money was urgently needed for the disbandment of troops; but that was a year ago, and it is now suggested in well-informed quarters that most of the troops then referred to have already been disbanded. On the other hand, China's larger needs are steadily accumulating. Heavy foreign obligations continue to mature, and the Government frankly confesses that it cannot meet them. The huge loan which has been under consideration for so long will not suffice now to restore financial stability. Another great loan would be required next year, and the world of finance is rather alarmed at the prospect. Though it will be gathered from our survey that Chinese affairs are more gloomy than they have been for some time past, the vitality of China's trade still gives hope of better conditions. It is a reflection of the vitality of the Chinese race, which is proof against greater shocks than it has experienced of late.

FAILING STRENGTH.

And How to Restore It.

Why the physical and nervous strength should diminish in those who lead normal lives is difficult to explain. The fact remains that it does, as it weakens in those who burn the candle at both ends in business or in pleasure.

Whatever the cause of this lack of strength, which makes the sufferer listless, weary, and absolutely indifferent to everything except the condition of his health, his overwhelming desire is to restore his strength that he may feel fit and able to enjoy his life once more.

What such a man needs is a food which will rapidly remove the feeling of weakness and replace it with one of strength. For this purpose nothing can compare with Sanatogen, of which Dr. Ott, Physician Extraordinary to His late Majesty King Edward VII., writes: "I have been using Sanatogen for a number of years in my practice, with excellent results. These results have been notably good in cases of convalescence after severe illnesses, especially those of an infectious nature, and also when it was desirable to build up the strength, to stimulate the bodily functions and improve the circulation of the blood."

Nearly sixteen thousand other physicians have written in similar strain, and so have many distinguished men. Among them is the Rt. Hon. Sir Frederick Milner, Bart, a member of His Majesty's Privy Council, and, therefore, a man whose position gives his words peculiar weight. He writes: "Sanatogen seems both to nourish me and give me strength."

Sanatogen, which may be obtained of all Chemists, never fails to do this to everyone who takes it.

Prepaid Advertisements

ONE CENT PER WORD FOR EACH INSERTION.

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FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. The "EYRIE" No. 13, Peak, To let furnished.

No. 21, SHELLY STREET.

To let or for sale, "GLEN-SHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

"CRAIG RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

"LYEEMUN," Barker Road No. 34, Peak to let furnished or unfurnished to 30th November, 1913, 6 rooms.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913. [21]

TO LET—"BREEZY VILLA," No. 2, Park Road. 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

TO LET.

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine Matheson & Co., Ltd. [588]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine Matheson & Co., Ltd. [585]

TO LET 2 Furnished Airy Rooms, Board optional, 3 minutes to Post Office, 10, Arbuthnot Road.

TO LET.—A House in Knutsford Terrace, THE HONGKONG LAND INVESTMENT AGENCY COMPANY, LIMITED, Hongkong, 27th Mar., 1913. [253]

A Hacienda East, 74 Mount Kellet Road.—THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

GENERAL NEWS.

The U. S. S. Albany.

The U. S. S. Albany, commanded by Captain Bristol, has departed from Shanghai for Hankow where she will remain for an indefinite period. The cruiser Rainbow has come up the river to the Albany's old berth off the Bund and Rear-Admiral Nicholson has transferred his flag from the Saratoga, which is down the river, to the Rainbow.

The American Girl.

"You ask me what has impressed me most during my stay in America," said the Princess Lowenstein-Wortheim, just before sailing from New York for her home in London. "My answer is—your American girl. Her energy which she does not seem able to direct to special purpose always is seeking some other channel of activity. Even when resting, she is moving. Your rocking chair is an example. The American girl is a slave to fanaticism to exaggeration. She believes still in miracles, thinks that luck will—or at least should—decide everything in her favour, which, I suppose, explains the many elopement marriages and subsequent divorces."

China Association Dinner at Tientsin.

The annual dinner, given by the Tientsin branch of the China Association, in the Gordon Hall on Saturday evening, 12th inst., was a most successful function; especially so from the fact of the presence of several distinguished guests, including H. E. Sir John Jordan, K.C.M.G., H.B.M. Minister at Peking; Sir West Ridgway, Major-General Sir A. Turner, and Consul-General H. E. Fulford, C. M. G. Nearly seventy sat down to table. Toasts were given of "His Majesty" and "The guest of the evening," Sir John Jordan, "The Imperial Forces," "The guests," "The China Association" and the "Chairman," the responses being made by Sir John Jordan, Capt. Moore, D.A.A.G., Sir B. West Ridgway and Mr. Kent.

Soy Beans in Darjeeling.

According to Mr. Woodhouse, the Economic Botanist to the Bihar Government, and Mr. Taylor, the Agricultural Chemist, who contribute an interesting paper on soy beans found in Bengal and Bihar to the Memoirs of the Department of Agriculture, soy beans are grown to a slight extent only in the Darjeeling Hills and to no appreciable extent elsewhere. The unpopularity of the crop, they are of opinion, is due to the fact that for export, the price offered in Calcutta is not yet sufficiently attractive, as a foodstuff it is more potent than the ordinary pulses consumed by the people, as a crop for growth in the plains it has the disadvantage of occupying the land during two seasons, and it harbours rats during the last two months of its growth.

A Threatened Strike.

According to the "Pinang Gazette," a strike of engineers employed on the Straits Steamship Co's boats has been narrowly averted. Our contemporary says:—It appears that the trouble originated on board the Sappho at Singapore. Under the new ordinance certain ships of a defined horse power need only carry an engine driver instead of a second engineer. It may be mentioned that there is a difference in the pay of the two ratings of between \$90 and \$100. The Sappho is one of the boats released by the terms of the ordinance from carrying a second engineer. The latter has generally been a European, and when he was replaced by an engine driver who was not a European, a protest was raised. The whole of the engineers in the employ of the company are said to have given notice that they would cease work within twenty-four hours unless the second engineer of the Sappho was reinstated. Subsequently a telegram was received stating that the company had agreed to the reinstatement.

Notices

WAH FUNG, BEST OF ANCIENT CHINESE CURIOS, JADES, ORNAMENTS AND JEWELLERY, 72 Queen's Road, Central.

OSMAN V. CASUM, MILLINERS & DRAPERS LADIES & CHILDREN'S WEAR, No. 1 & 3 D'Aguiar Street.

THE ALEXANDRA CAFE, Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery meals with Wines & Liqueurs, 18, Queen's Road.

Now is the Time To join our Circulating Library. NEW NOVELS RECEIVED.

The Wastrel By Harold Bindloss.

Come Rack! Come Rope! By R.H. Benson.

Widcombe Fair By Eden Philpotts.

A Run away Ring By Mrs Henry Dudeney.

His & An's By H. Marriott Watson.

White Motley By Max Pemberton.

No Other Way By Louis Tracy.

Veiled Women By Marmaduke Pickthall.

The Golden Woman By Ridgewell Cullum.

Her Secret Life By Robert Mackray.

The Celebrity's Daughter By Violet Hunt.

A Master of Deception By Richard Marsh.

QUEEN'S DISPENSARY, WHOLESALE & RETAIL CHEMISTS, Tel. 421, 11, QUEEN'S ROAD, CENTRAL.

O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED
WITHOUT ALCOHOL OR OIL.



After Exercise

After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA—

GARNER, QUELCH & CO.

GOOD GLASSES PROPERLY FITTED.
There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends. Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

N. LAZARUS, Ophthalmic Optician.
1A, D'Aguiar Street.
Note.—The Only European Optician in D'Aguiar Street.



IF YOU DON'T SMOKE. DOLLAR PRINCESS CIGARETTES

Manufactured by DeDeoglu Bros. From Turkey. WE BOTH LOSE MONEY.

Sole Agent, The Turco-Philippine Cigar and Cigarette Store, 18, Queen's Road.

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SMOKE EMBASSY CIGARETTES AND TOBACCO

THEY BEAT EVERYTHING



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47-49, Connaught Rd.
SHIPHANDLERS, PROVISION & COAL MERCHANTS
Hongkong, 23rd May, 1912.

THE FRENCH STORE,
Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest **DELICACIES DIRECT FROM PARIS**, and the continent.

The **BEST** is only obtainable with **US!**

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THE FINEST LONDON GIN

DISTILLED BY

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OLD TOM GIN.
DRY GIN.

UNEQUALLED IN QUALITY.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, APRIL 25, 1913.

NATIONAL SERVICE.

Those who have followed the progress of the campaign on behalf of National Service in Britain cannot help having noticed that a steady advance is being made. Up till within a comparatively recent period, the public was distinctly apathetic on the matter. Even among those who gave the subject passing thought were not a few who regarded the exponents of the movement as misguided, panic-stricken alarmists. But persistent pegging away, in season and out, has now caused public opinion to veer round to the other view-point. The movement has, thanks to the unflinching zeal displayed by Lord Roberts and others, gathered fresh impetus as it has progressed; and to-day it commands, not solicits, attention and consideration.

Further point to the importance and urgency of this question of national defence was given by the noteworthy debate which took place in the House of Lords on Monday. But the chief spokesman for the Government—Lord Haldane—was in no sympathetic mood. Quite the reverse; he was flippant, sarcastic and obstinate. The attitude of the Opposition, on the other hand, was above reproach. Lord Middleton, himself a former Secretary of State for War, appealed to the Government not to treat the question as a party matter; while Lord Carson contributed an eminently worthy suggestion, that both sides should join hands in solving the problem. It is a hopeful sign that this idea of a joint conference of the leaders of both parties has been so well received in the Lobby, for there cannot be the least shadow of doubt but that party political feelings have in the past stood in the way of a fair and full consideration of questions affecting national defence. We do not say that any one party has been solely to blame for this; both the leading parties in the State have misused their opportunities. In a recent speech Lord Roberts uttered these words:—"I consider both parties equally to blame. The Unionist party is as much to blame as the others. They had the lesson of the South African War in front of them, and the matter was brought home to them by two Royal Commissions. They took no notice of the state of affairs, and that was the origin of all that is going on now. And the Liberal Government is no better." These are the words of a man who is in dead earnest and who knows full well what he is talking about.

One of Renter's messages says that if a middle way between the existing conditions and conscription can be found, there are many supporters of the Government who would be relieved. Not of the Government alone, we imagine. Such a solution, we believe, if it could be reached, would make a strong appeal to the country as a whole and meet with a generous response. If, however, the question cannot be disposed of in this way, there remains only one safe alternative. That is plain, undisguised conscription. And nothing is to be gained by blinking the obvious fact.

Obstructions in Kowloon.

In the past we have drawn attention to not a few of Kowloon's little grievances, but there are still one or two remaining. The latest complaint which reaches us is in regard to obstructions of public thoroughfares. We hear, for instance, that it is a frequent occurrence for mule-carts belonging to the military authorities to be backed into the gutter opposite the Kowloon Railway station, there to remain for an hour or more with the bodies of the carts projecting fully half-way across the pavement. This undoubtedly constitutes an obstruction in contravention of the law, and the beauty of it is that this is taking place right below the Police Station! There is another obstruction which has been blocking the pavement at the corner of Nathan and Haiphong Roads for some weeks past, in the shape of huge piles of sand covered with tarpaulin; while further along, at the junction of Nathan and Kimberley Roads, right in the centre of the footpath, is a granite block which previously served to mark a certain inland lot. This block has remained where it now is for over six months, and is a very distinct danger to those who have occasion to use the footway at night. P.W.D. please note.

Interpret Shooting.

The Interpret Shooting contest promises well this year, and it would appear that a strong effort is being made to secure the strongest possible Hongkong team. Hitherto it has been alleged, whether rightly or wrongly need not be discussed, that the selection was too limited and that the team which did duty was not necessarily the best the Colony could produce. This year, at any rate, the same charge should not be brought against the chosen team. Every effort is being made to ensure that the team shall be thoroughly representative. Practice matches are being held and are open to all riflemen in the Colony. From amongst those who attend these practice shoots the ten best shots will be chosen as Hongkong's team. It is sincerely to be hoped, then, that every man in the Colony who has any pretensions to appearing in an interpret team, will attend the practice matches. The first is to be held to-morrow, and for the convenience of those who cannot attend then, another will be held on Sunday.

Plague Treatment.

The use of smoke in preventing the outbreak of plague has evidently been attended with success in India. The town of Sargolha, in the Shahpur District, has been systematically smoked with quite encouraging results. The hint is worth attention by Hongkong. But there is this great difference in the two cases to be considered. "The people gave great aid in clearing their houses," we read, "and in pointing out rat holes themselves." Contrast that attitude with that of the Chinese here, and the task facing the local authorities is clearly one of greater magnitude. Only two days ago, at the Police Court, Mr. Trautman spoke of the difficulty of getting house-owners to face the duty of lime-washing, and he said that lime-washing was two or three months in arrears. A few healthy fines would probably see a spur made, but even granting that, it is clear that the authorities here are faced with a difficult task at best.

China and Christianity.

Is not the Bishop of London just the least little bit sanguine, and over-ready to jump to conclusions, where China's sudden zeal for Christianity is concerned? We have heard experienced and honest mission clergy speak with anything but enthusiasm of many of the Chinese conversions, but we have never heard that (e.g.) Sun Yat-sen's Presbyterianism helped in any way to increase the confidence reposed in him, whether by his fellow-countrymen or by those Europeans who know anything about the East. When the young Chinese party have grasped, and put into practice, the quite elementary features of Christianity: simple honesty, mercy and morality, it will be time enough to congratulate them on their conversion; but, until then, it seems to matter very little whether they call themselves Catholics, Baptists or Buddhists; "Holy Rollers," Christians, or nothing at all.

DAY BY DAY.

The man who is always worrying about his own personal pleasure is almost certain to miss it.

The Mails.

French Mail of March 25.—Delivered in London on April 24th.

Siberian Mail.—Arrived per s.s. Devanah this morning.

American Mail.—Arrived per s.s. Siberia this morning.

English Mail.—Closes per s.s. Devanah at 11 a.m. to-morrow.

Canadian Mail.—Closes per s.s. Empress of Japan at 5 p.m. to-morrow.

Siberian Mail.—Closes per s.s. Empress of Japan at 5 p.m. to-morrow.

Green Island Cement Co. The annual meeting of the above Company is to be held to-morrow at noon.

Dinners.

The Old Alleynian dinner and the Northumberland and Durham dinner both take place to-morrow night.

Death from Poisoning.

The woman reported to have taken arsenic poison, at Yamati yesterday, has died in the hospital.

Leave.

Leave to the neighbouring countries has been granted to Captain T. M. Wakefield, R.G.A., from 25th April to 30th June.

Privilege Leave.

Privilege leave has been granted to Captains G. O. Turnbull and G. W. Anderson, 26th Punjab, from 7th May to 5th July.

Returned from Banishment.

A man who returned from banishment was sentenced to six months' imprisonment and four hours' stocks, at the Police Court, this morning.

For Consignees.

Consignees of cargo by the s.s. Siberia are reminded that cargo remaining undelivered after to-morrow will be landed at consignees' risk and expense.

Off to Japan.

Among the passengers who left yesterday for Japan by the Kamo Maru were Major and Mrs. Pyne, Major and Mrs. Stewart and Mrs. Miss Denison.

Language Examination Result.

Lieut. P. S. Wiltshire, and Master Gunner H. T. Hyde, R.G.A., qualified in Colloquial Hindustani at an examination held on the 22nd April.

Motor Driver Fined.

A motor driver, employed at the Exile Garage, was fined \$5, at the Police Court, this morning, for not having a light in the rear lamp of the car, at night.

Missing Umbrella.

Mr. Titcher, of the Forestry Department, left his umbrella on one of the seats in the Botanical Gardens yesterday, for a moment, and when he went for it he found it was missing.

Station Leave.

Station leave has been granted to Captain R. T. K. Hodge, 2nd Bn., D.O.L.I., from 25th to 29th April; also to Lieutenant D. Sneyd, 24th (Hazara) Mountain Battery, from 23rd to 28th April.

King's Birthday.

The following is an extract from the "London Gazette," dated 25th March:—Notice is hereby given that the King's Birthday will be celebrated in London, and at all stations, both at Home and abroad, on Tuesday the 3rd June next.

Garrison Recreation Club.

Captain T. A. Robertson, A.O.D., has taken over the duties of honorary secretary of the Garrison Recreation Club from Lieutenant H. G. Paris, R.G.A. A meeting of the club will be held at the Ordnance Office at 2 p.m. on Monday next.

Steward's Loss.

The steward of the s.s. Senegambia has reported to the police that whilst on the high seas between Shanghai and Hongkong, someone took from his cupboard the sum of \$122. The cupboard was opened by his own key which was hanging in his cabin.

Children Entertained.

Mrs. Messer, the wife of the Captain Superintendent of Police, has been entertaining the wives and families of the members of the Police Force, at her residence at Tai Ping, in parties since Tuesday. It will be Saturday before the parties finish. The children, have a gay time, playing games of all kinds.

HONGKONG AND WHAMPOA CO. AND TAIKOO.

More About the two Great Companies.

The following is a continuation of the historical sketch of the above Company contained in yesterday's issue.

In 1880 Admiral Willes, Commander-in-Chief of the China Station, was instructed to enquire into the facilities in this neighbourhood for docking large men of war. After inspecting the various docks, he decided that the best plan would be to deepen and enlarge what was then called the No. 1 Dock at Kowloon; but it was found that the cost of enlarging this—together with the amount lost while alterations were in progress—would more than equal the cost of a new dock. Under the advice and supervision of Mr. Gillies a new one was therefore constructed, from the plans of Mr. William Danby, C.E., and was completed in 1888. All this, it is said, was done at the minimum of expense to the Company, which acted as its own contractor, Mr. Gillies and his staff seeing that the sub-contracts were drawn up on most favourable terms.

In 1885 the capital was raised to \$1,562,500 and stood at that figure till 1901, when it was increased by \$937,500, bringing the total to \$2,500,000, at which it still stands.

The property at the three establishments of the Company at Hung Hom, Shamsui and Aberdeen comprises an extent of 60 acres. The Company has carried out some remarkable salvage operations, of which, perhaps, the most interesting and memorable was that of raising the three Spanish ships sunk in Manila Bay by the American fleet, under Admiral Dewey, on May 1, 1898.

THE TAIKOO DOCKYARD.

The history of the other important Dock Company of this Colony is less interesting to the general reader; indeed, in a sense, it may be said to have no history, comparatively speaking, for though it is one of the enterprises of so old a firm as Messrs Butterfield and Swire, Taikoo Yard itself is but a young institution.

The docks, which are situated just inside the Lyemooon Pass, were opened for general work in 1908, building having commenced in 1900. They occupy over fifty acres and are equipped throughout with all the plant and machinery necessary for the most modern and rapid construction and repairs, as well as for overhauling war, or other, ships. The work, as our readers are aware, is carried on under the immediate supervision of a very large staff of Europeans.

Dry-dock.

The granite dry-dock, constructed to British Admiralty requirements, is most conveniently placed for the full and free manoeuvring of ships prior to docking, being well clear of any congestion of shipping in the harbour, and having an entrance free from all strong currents. Its dimensions are: 787ft. extreme length, 750ft. on the blocks, 750ft. width at coping 77ft. 6in. width at bottom, 88ft. width of entrance at top, 81ft. 10in. width of entrance at bottom, 34ft. 6in. depth of water over centre of sill at h.w.o.s.t., and 31ft. depth of water over sides of sill at h.w.o.s.t. The centre of the sill is 4ft. above the bottom of the dock. The caisson is of the new box sliding type, weighs 400 tons, is electrically driven, and can be hauled across the sill to its chamber in 5½ minutes. The dock can be filled in 45 minutes, and the pumping plant consist of two powerful centrifugal pumps, which are together capable of pumping out the dock without any vessel in it, and with 34ft. 6in. depth of water on the sill, in less than three hours.

Slipways.

No. 1 slipway—1,030 ft. long by 80 ft. wide, length of cradle 250 ft.—is capable of taking up steamers 300 ft. long, drawing 18 ft., and of 3,000 tons displacement. Such a vessel can be hauled up in about 45 minutes, and smaller steamers in proportion.

tionately less time. The draught on keel blocks at h.w.o.s.t. is 15 ft. 4 in. forward, 25 ft. aft; depth of water at entrance, 28 ft. 6 in. h.w.o.s.t.; length of slip above high water, 437 ft. on rail level; length of slip above low water, 593 ft. on rail level. No. 2 and No. 3 slipways—each 903½ ft. long by 60 ft. wide, length of cradle 230 ft.—are each capable of taking steamers 200ft. long, drawing 17ft., and 2,000 tons displacement. Such a vessel can be hauled up in 30 minutes. The draught on keel blocks at h.w.o.s.t. is 15ft. 6in. forward, 24ft. aft; depth of water at entrance, 27ft. 6in. h.w.o.s.t.; length of slip above high water, 405 ft.; below, low water, 561ft. on rail level. The cradles of all three slipways are of Morton's patent type, with swinging bilge arms, and are hauled by wire cables, which work on drums electrically driven, the hauling gear being operated by two sets of electric motors of 225 h.p. each. The cable for the No. 1 slipway is 1½in. circumference, while the No. 2 and No. 3 slipway cables are each 1½in. circumference. Steel pierheads give a fair lead to ships entering all three slips.

The motive power for the whole establishment is supplied from a central electric station, the generators being driven by gas engines of the Cockerill-Westgarth type (3,000 collective horse-power) fed by Mond gas supplied from four producers.

Buildings Slips.

The building slips cover an area measuring 550ft. long by 300ft. wide, and are fully equipped for every description of constructional work. Conveniently grouped round the building yard are the platers' shops and sheds, moulding lofts, carpenters' and joiners' shops, saw mill, etc.

The main workshops, which are fitted with electric overhead travelling cranes up to 100 tons capacity, cover over five acres of ground, and comprise boiler shops, erecting shops, heavy and light machine shops, forge and smithies, iron and brass foundries, coppermiths' shop, etc. The machine shops and boiler shop are supplied with machines of the heaviest description, capable of turning out work of the largest and heaviest class. The boiler machinery is capable of dealing with plates 30ft. long, 13ft. wide, and up to 2in. thick. Boiler repairs and any other work of a like nature can be carried out by means of electric welding and oxy-acetylene processes by experienced workmen, a most modern set of the former plant having been lately installed.

Smithy and Foundry.

The forge and smithy, in addition to the smithy purposes, are supplied with a gas forging furnace and an 800-ton hydraulic forging press, capable of dealing with work up to 3ft. in diameter. The foundry is fitted with the latest type of cupolas, and is capable of turning out castings up to about 15 tons. There is a well-equipped plumbers' shop, also sheet iron shop for making ventilators and other light work. The galvanizing shop is fitted with two baths, one capable of galvanizing plate up to 20ft. long, and a smaller bath for doing general work. The saw mill is equipped with one of Ransome's horizontal log band saws, and also with a rack bench circular saw, and can handle logs up to 60ft. or 70ft. long. The machinery in the wood-working department is all of the latest pattern, both American and British machinery. All classes of electric light installation and dynamo repairs for ships, etc., are dealt with in a specially equipped electrical department.

Ordinary repair work comprises the docking and overhauling of many types of vessels ranging from the coaster and river boat.

General Remarks.

Of a few thousand tons to liners of 37,000 tons. Gunboats of various nationalities have also entrusted their work to the Taikoo Dockyard. Building, up to the present, has comprised various vessels, including a light draught river steamer 250ft. long, and several coasters from 150ft. to 280ft. in length. The boilers and engines of the above vessels were also built on the premises, and a large business is done in building boilers both for local require-

ments and for use in the surrounding countries.

That a concern so young, could, especially in face of formidable opposition from the older firms, achieve such popularity and renown in so short a time speaks more highly than any other testimony could do the class of work turned out by it. Its success has, of course, been uphill work, for like the Hongkong and Whampoa Company, it has had to contend with serious opposition from Manila, Shanghai, and Singapore and even from Teikoku and from the Japanese yards.

EUROPEAN CHARGED.

Alleged Possession of Banknote Impressions.

A European named A. Poll, Shanghai, either of Austrian or Russian nationality, has been arrested in a local Hotel. He is alleged to have been in possession of certain banknote impressions and some chemicals. The man, we are informed, gave some trouble to the police when he was being arrested.

A representative of the "Telegraph" asked Mr. King, the Assistant Superintendent of Police, if our information was correct, and he replied "Yes, but there was nothing sensational in his arrest. He had a revolver, but he never attempted to use it."

From enquiries amongst those who have met Poll, we learn that he had been staying at the Hotel for about eight days and was a very quiet, unassuming man, of gentlemanly bearing, who never mixed much with company.

We have also been informed that he has wired to Shanghai for one thousand dollars, with which to engage a lawyer to defend him.

Before the Court.

Though the name on the hotel register is A. Poll, the charge sheet contains a different one.

At the Police Court, at one o'clock, to-day, the defendant was brought before Mr. C.D. Melbourne and charged as Auston Hanler, 35, of Austria-Hungary, broker, of room No. 10, Grand Hotel, with having in his possession, feloniously and knowingly, a paper upon which there is the impression of a ten dollar bank note of the Netherlands Trading Society; with having in his possession, feloniously and knowingly, a paper upon which there is the impression of a five dollar bank note of the Chartered Bank of India; with having in his possession, feloniously and knowingly, a paper upon which there is the impression of a ten dollar bank note of the Hongkong and Shanghai Banking Corporation, contrary to section 19 sub-section 3 Ordinance 4-1865. He was further charged with being in possession of one revolver and sixteen rounds of ammunition, without permission from the Captain Superintendent of Police.

No evidence was taken, defendant admitting possession of the papers and the revolver and ammunition. He said he had a permit for the revolver but nowhere (Hongkong). The case was remanded until the 29th inst. at 2.15 p.m.

Gamblers.

Fourteen gamblers were brought before Mr. Hazeland, at the Police Court, this morning, from West Point. The first defendant was fined \$50 and the remainder \$3 each.

Cutting Flowers.

A house boy who was caught cutting flowers near the gates of Mountain Lodge, without permission, was fined \$3, by Mr. C. D. Melbourne, at the Police Court, this morning.

False Pretences Charge at Shanghai.

The public trial at Shanghai of Mr. W. A. Wheeler, of Genoa, Wheeler and Co., on a charge of obtaining money by false pretences by the sale of the auto-knitting machine, was postponed till the 18th instant at 10 a.m.

Singapore Legislative Council.

Last Friday's Orders of the Day included third reading of the Betting Ordinance, Merchandise Marks, Infectious Diseases, and Municipal Bill; Committee on the Arms and Explosives Bill; motion to transfer the purchase price of the Singapore Railway \$4,147,000 to loan account.

SPECIAL CABLES.

MR. SUNG'S ASSASSIN.
DIES IN PRISON.

[Our Own Correspondent.]
Shanghai, April 25.
Woo Fok-ming, the man who assassinated Mr. Sung, and who was handed over to the Chinese Government by the French authorities here, died yesterday in a prison in the Chinese city of Shanghai.

Dr. Cox, who was called in, made a post-mortem examination last evening but was unable to find any marks of violence, or to arrive at the cause of death. He is now analyzing the contents of the deceased man's stomach.

The death has created a sensation here, allegations of foul play being made.

THE BIG LOAN.

IMPENDING SIGNATURE.

[Our Own Correspondent.]
Shanghai, April 25.
In all probability the Quintuple Loan will be signed this week-end.

EUROPEAN SUMMONED.

Charges of Assault and Disorderly Behaviour.

Before Mr. F. A. Hazeland, at the Police Court, this morning, Karl Moyer, of Messrs. Berblinger and Company, was summoned by Chan Yuk Tong, a contractor, for disorderly behaviour and using threatening language. There were also summonses against the defendant by Chan On, a painter, and Lo Tin, a painter's apprentice, for assault. Mr. Willson, of Mr. Stephens' office defended, and pleaded not guilty. The case was adjourned until May 7th at 11.30 a.m.

STEALING WOOD.

At the Police Court, this morning, before Mr. C. D. Melbourne, two Chinese were charged with stealing wood from a Government plantation.

The defendants said they were employed at roadmaking and cut the trees because they were obstructing the road.

His Worship:—But what did they want to take it away for?

First defendant:—If it was left on the roadside it was no use to anybody so we took it.

Mr. Green:—I understand they are making a new path there. These men have to fell the trees and leave them where they fall. Defendants were fined \$1 each.

MURDER CHARGE.

Man and Woman from Yaumati before the Court.

At the Police Court, this morning, before Mr. Hazeland, Wong Kam, 45, a widow, of 116 Temple Street, Yaumati, and Lai Fuk, 46, a story teller, of 49, Reclamation Street, Yaumati, were charged with murdering Chui I Mui, a Chinese woman.

Inspector Gerrard asked for a date to be fixed for hearing, but his Worship said he could not give a date before May 15, and suggested that the case should be taken before Mr. Melbourne. The latter adjourned the case.

PING SHAN AFFAIR.

Further evidence was taken by Mr. Hazeland, at the Police Court this afternoon, in the Ping Shan alleged attempted armed robbery.

The district watchman, of Not. 6 Ha Tsan village said he went to bed about 11 p.m. on night of the 19th ult. At 12.30 a.m. he heard a dog bark and opened a small window to see what was the matter. He saw five men, three of them went first, carrying axes, and were followed by two bearing lighted torches. When all the firing had ceased he came out and saw the defendant held by police patrol.

The case was proceeding as we went to press.

LOCAL SPORT.

BILLIARDS.

Soldiers' Club Tournament.

The semi-final in the Soldiers' Club tournament between the Hongkong Volunteers and the 33rd Co. R. G. A. resulted last night in a win for the Volunteers by the comfortable margin of 365. Both the games played were won by the Volunteers who will now go into the final and will meet the "R. E. A." team. In the games which were played last evening Mr. Rodgers beat Gunner Heywood by 58 points the winner's best break being 14 and the loser's 10.

The highest break of the evening (21) was made by Capt. Lammett who won from Bomb. Colmer by 200 to 130. Consequently, on the match the Volunteers have made a score of 1,584 as against 1,229.

The full scores are as follow:—

33rd R. G. A.	
Gunner Bennett	129
Gunner Campbell	154
Gunner Goodwin	111
Gunner Tyrell	103
Gunner Wetherell	200
Gunner Daughtry	200
Sgt. Hegwood	142
Bomb. Colmer	130
	1229

H. K. Volunteers.

Mr. Wolf	200
Mr. Bishop	200
Mr. Hamilton	200
Mr. Bullock	200
Mr. R. C. Barlow	189
Mr. Stanford	195
Mr. Rodgers	200
Capt. Lammett	200
	1584

The Drollette Cup.

Further games were played yesterday evening at the European Y.M.C.A. rooms in the competition for the Drollette Cup.

The following are the results:—

W. Brown (-70)	beat P. V. G. Brady (-40), 250 to 220.
N. M. Howe (-70)	beat A. F. Mills (-20), 250 to 195.
J. Teynan (-40)	beat C. Sara (-10), 250 to 141.
C. C. Hickling (-04)	beat C. A. S. Russ (-80), 250 to 209.

LAWN TENNIS.

H.K.C.C. Tournament.

The results of matches played last evening are:

In the third round of the Doubles Handicap, C.E.H. Beavis and R.D. Stewart (ove 2/0), beat H.A. Nibbet and T. Matland (ove 3/0), 6-3, 7-5.

In the third round of the Professional Pairs, R.F.C. Master and G.A. Hastings beat H. Hancock and E. Ormiston 2-6, 6-2, 6-2.

In the third round of the Championship Singles, J.B. Penman beat Captain Atkins 6-2, 6-2, 6-2.

In the third round of the "A" Class Singles, W.N. Lowe (ser.) beat S.H. Dodwell (ser.) 6-2, 7-5.

To-night's Ties.

To-night's ties are as follow:—

In the third round of the Professional Pairs, Captain James and Captain Tracey meet Major Bowen and Captain Crawford; and in the fourth round R. Hancock and R.D. Stewart meet J.A. S. Bucknill and E.R. Hallifax.

In the third round of the Doubles Handicap, S.H. Dodwell and Dr. Aubrey (ser.) play A.N. Joyland and J.D. Penman (ove 15).

In the third round of the Championship Singles H. Hancock meets A.H. Crook.

LATE TELEGRAMS.

Appointment Approved.

Washington, April 10.—The Senate to-day confirmed the promotion of Brigadier General Hugh Fent.—"Cable News."

Washington, April 17.—President Wilson has nominated Henry Breckenridge of Kentucky as assistant secretary of war.—"Manila Times."

To Inspect Mexican Border, Washington, April 17.—Major General Leonard Wood, chief of staff of the United States Army, has left for a trip of inspection to the Mexican border.

THE ITALIAN NUNS.

American Paper's Account of a Hongkong Institution.

The San Francisco "Monitor" of March 15 has the following:—Mrs. M. Cuthbert, a native of Hongkong, who has lived in San Francisco for twenty-seven years, recently returned from a visit to the city of her birth. Speaking of Catholic education in that far-off British Island colony, she gives some interesting details of the wonderful zeal and energy displayed there by the Canossian Sisters, who conduct what is generally known as the Italian Convent in Hong Kong, besides a large number of more or less distant branch houses.

The establishment of this splendid institution dates back to the spring of 1860 and the three persons primarily responsible for it were Father Luigi Ambrosi; for a long time stationed in Hong Kong, Mgr. Giuseppe Marioni, director of the Seminary of Lombardy for foreign missions, and the Marchioness of Canossa, the venerable founders of the Italian Sisters of Charity, whom this Order further honoured by designating their members as Canossian Sisters.

In those days the distant Cathay was but little known to the Italian public, and it remained for the Reverend Mother Luigia Grassi, Superioress of the Convent at Pavia, to echo the call of the Marchioness to her devoted children, and in February, 1860, a little band, consisting of Sisters Maria Stella, Rachela Tronconi, Guiseppeina Testera and Giovanni Scotti bade farewell to their community at Pavia and further enlisting at Venice the services of Sisters Lucia Cupis and Claudia Campagnotti, set out on their long journey. On April 12, 1860, they reached their destination, where Sister Lucia Cupis was elected superioress, and where they now began a life's work, the fruit of which is known in large portions of China, Malaya, India and Oceania.

To tell in a few words the extent to which these good Sisters have carried their noble work would be impossible. They now conduct schools and orphanages in Hongkong, Wanchai, Macao, Yau-ma-tei, Shan-ki-wan, Hang-hum and Kowloon, and in many other locations. These places are managed by about seventy Sisters. They teach over 1200 pupils of whom more than half are Chinese, and they care for about 900 orphans.

In no other place have the labours of a religious order met with more general recognition. At the Golden Jubilee, celebrated on April 12, 1910, papers were read by students and former students in English, Italian and Chinese and the happy ending of an English paper read by Miss Emily D'Almada e Castro proved the keen appreciation on the part of the Sisters and their pupils of the concerted assistance they have received from the outside. These are the words:

"To the government of Hongkong, to the community—British, foreign and Chinese, without distinction—and to the representative members of the Fourth Estate the concluding lines of this historical review place on permanent record the great indebtedness of the Superioress, the Sisters and their scholars for the co-operation so unstintingly given, and the tacit approbation of the work so ungrudgingly accorded during the past fifty years."

It is worthy of notice that on this great day was present the sole survivor of the original little band, Rev. Mother Maria Stella, one of two Chinese Sisters who joined the Order in 1863. Nearly thirty years ago these venerable Sisters were the instructors of Mrs. Cuthbert, to whom The "Monitor" is indebted for news of their work; and their joy during her recent visit to Hongkong, at seeing one of their beloved children after so many years, was too great for expression.

Leave of absence.

Major W. B. Anley, R. G. A., has been granted leave of absence from Singapore, on private affairs, from 17th April to 19th May, 1913. Captain K. E. Warden, 1st Bn. K.O.Y.L.I., has been granted leave of absence, on private affairs, from 23rd April, 1913, to 23rd January, 1914.



ARDATH

High Class Smoking Mixtures.

MILD MEDIUM, SPECIAL

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INTERPORT RIFLE MATCH.

Rifleman are reminded that the first practice for this year's interport match with Shanghai, Singapore and Penang will take place at King's Park Range on Saturday, commencing at 2.30 p.m.

As it is probable that some rifleman cannot attend on Saturday a further practice will be taken place on Sunday afternoon at the same time and place.

After the practices named it is proposed to select twenty men for further practice the following week-end, it is therefore hoped that all intending competitors for a place in the team often will attend on Saturday or Sunday.

The interport arrangements are now in the hands of the H. K. Rifle League, of which Captain M. S. Northcote, H.K.V.C., is the honorary Secretary.

Staff Paymaster G. H. Coles of H.M.S. "Hampshire," Sergeant Bullock, H. K. Volunteer Corps, and Mr. R. Stewart, Secretary of the Dockyard Rifle Club, form the Selection Committee.

Royal Library.

The King has personally conferred the silver Royal Victorian medal on Mr. F. W. Barry for services as chief assistant in the royal library at Windsor Castle.

Dr. Francis Watts.

A London telegram of April 7, printed in the "Ceylon Observer," says:—Dr. Francis Watts is arriving in June unless the strongly contested College of Tropical Agriculture is likely to be established in the West Indies.

New Finger Print System.

Peking, April 16.—Mr. Juan Vucetich, chief of the Argentine identification bureau, is now in Peking, and has submitted to China a new system of finger print identification which he himself originated. Mr. Vucetich who is a scientific enthusiast offered the system gratis and refused recompense of any kind.

Coalition Against Kuomintang. On the 14th inst. the Assembly appointed committees to draw up regulations for the elections of the speakers. The proposed amalgamation of parties appears improbable owing to the divergence of their general views, but there will probably be a coalition against the Kuomintang, covering the most important affairs. Hitherto meetings have been marked by dissensions, but members are gradually finding their feet.

Parties in the Chinese Parliament. "The Peking Daily News" estimates that the membership of parties in the Senate is as follows:—Kuomintang, 150; Kungshatang, 70; Tungyutang, 30; Minchutang, 14; Independents, 10. In the House of Representatives the newspaper's estimate is, Kuomintang, 298; Kungshatang, 140; Tungyutang, 90; Minchutang, 50; Independents, 20. The paper forecasts changes resulting as follows:—Senate—Kuomintang, 153; New Party, 124; Independents, 15. House of Representatives—Kuomintang, 280; New Party, 286; Independents, 20.

PASSENGERS DEPARTED.

Per s.s. Kamo Maru, sailed on 24th inst. for Japan:—

Anagrika	James, Lt. and
Alexander, Miss	Mrs. E. A. H.
Atwell	McKnight, Miss
Butledge, Mr. &	McKay, Mr. &
Mrs.	Mrs. B.
Braithwaite, Mr.	May, G. H.
& Mrs.	Pyne, Major &
Braithwaite, Master	Mrs.
Brand, Hon. Miss	Stewart, Major
Denison, Mrs.	Sammon, Major
Denison, Miss	Saxton, Capt. &
Elliott, Dr. and	Mrs. P. D.
Mrs.	Stanbury, Major
Egerton, Miss M.	& Mrs. W. H.
Sullivan	Wallan, Y. G.
Greer, Miss M.	Waterhouse, D.
Garcia, Lt.	Walker, Capt.
Hill, A.	

To-day's Advertisements

IN THE MATTER OF THE COMPANIES ORDINANCE, No. 1 OF 1865

and
IN THE MATTER OF THE HONGKONG TELEGRAPH COMPANY, LIMITED.
(In Liquidation).

NOTICE is hereby given that, in compliance with Section 179 of the Companies Ordinance, No. 1 of 1865, a general meeting of the Members of the above-named Company will be held at the Offices of Messrs. Percy Smith, Seth and Fleming, No. 5 Queen's Road Central (first floor) Hongkong, on Saturday, the Thirtieth day of May, 1913 at 11 o'clock in the forenoon precisely, for the purpose of having the Accounts of the Liquidator, showing the manner by which the winding-up has been conducted, and the property of the Company disposed of laid before such meeting, and hearing any explanations that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts and documents of the Company and of the Liquidator thereof shall be disposed of.

Dated at Hongkong, the 25th day of April, 1913.

CHEUNG PUI KAI, Liquidator.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

"S.S. SIBERIA."

FROM SAN FRANCISCO, JAPAN, PORTS AND SHANGHAI.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be loaded immediately at consignee's risk and expense.

Cargo remaining undelivered Saturday the 26th, inst., at noon will be landed at consignee's risk and expense.

Cargo remaining undelivered Friday May 2nd, 1913, at noon, will, in addition to landing charge be subject to storage charge.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Thursday May 1st, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co. All claims must be filed on or before May 26th 1913, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Enquiries: 25th April, 1913. (381)

DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT.
SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

WM. POWELL, LTD.

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PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

LANE, CRAWFORD & CO.

SPORTS DEPARTMENT.

TAYLORS'

SCOTCH BOWLS.

No. 3 BIAS, 5.3/16" DIAM.

Stocked in Three Qualities.

Stamped by the Scottish Association.

BOWL CASES, JACKS.

LANE, CRAWFORD & CO.

"BOARS HEAD"

BRAND.

GUINNESS' STOUT.

CONNOISSEUR'S CHOICE.

Comparison would prove

that "BOARS HEAD"

BRAND is Superior to

other Brands in Body,

Flavour, Quality, or Strength.

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Stout see that you are supplied with "BOARS HEAD"

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COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.			
"E. of Japan"	April 26	"E. of Ireland"	May 23
"E. of Russia"	May 21	"E. of Britain"	June 13
"E. of India"	June 7	"E. of Ireland"	July 4

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan, Kobe, Yokohama and Victoria, B.C.).
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

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EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and
Portland (Or.).

Taking Cargo at Through rates to all European, North American and British Ports, also Trieste, London, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:
OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. ALESIA	27th April	S.S. BIRKENFELS	24th May
S.S. SEGOVIA	28th May	S.S. SAXONIA	24th May
S.S. FURST BULOW	19th May	S.S. PREUSSEN	24th June

HOMEWARD.

For Havre, Hamburg & Antwerp:	For Havre & Hamburg:
S.S. SENEGBAMBIA	S.S. ARABIA
to-day.	27th May.
For Havre, Bremen & Hamburg:	For Hamburg & Antwerp:
S.S. LIBERIA	S.S. SIDA
16th May.	4th June.
For Rotterdam, Hamburg & Antwerp:	For Rotterdam & Hamburg:
S.S. BAYERN	S.S. ALESIA
20th May.	10th June.
For V. ver, S. ste, and/or T. & P. (Or.):	For Havre, Bremen & Hamburg:
S.S. SAXONIA	S.S. SEGOVIA
22nd May.	19th June.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

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FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of
corroded plates by addition of metal. Welding of broken pieces of any
kind of metal.

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HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO.,
LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 25th APRIL.

10.00 p.m. "KINSHAN"	5.00 p.m. "FATSHAN"
SATURDAY, 26th APRIL.	

8.00 a.m. "HEUNGSHAN"	8.00 a.m. "HONAM"
10.00 p.m. "FATSHAN"	5.00 p.m. "KINSHAN"

These steamers, carrying His Majesty's Mails, are the largest
and fastest on the River. Special attention is drawn to the Superior
Saloon and Cabin. Electric Fan in each Cabin.
HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok
Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

Excursion to MACAO
SUNDAY, 27th April.

The Company's Steamship,
"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at
9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sun-
day morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the
Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning
from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri.,
at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur.,
at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Na-
vigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.
S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every
Monday, Wednesday and Friday at about 8 a.m., and the other leaves
Wuchow for Canton on the same days at 8.30 a.m. Round trips take
about 5 days. Passengers can return to Hongkong or vice versa by
the Company's direct steamers "LINTAN" and "SANUI." These
vessels have superior Cabin accommodation and are lighted through-
out by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.
(HOTEL MANSIONS FIRST FLOOR),
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
BOMBAY via Singa- pore and Colombo.	KAWACHI MARU C. A. Christiansen T. 12,500	MONDAY, 28th April.
MOJI, KOBE and YOKOHAMA.	KIRIN MARU Capt. Deguchi T. 6,000	MONDAY, 28th April.
SHANGHAI, MOJI & KOBE.	SHINYO MARU Capt. Ohkuma T. 6,000	TUESDAY, 29th April.
CALCUTTA via S'pore, Penang & Rangoon.	TOSA MARU Capt. T. Sato T. 12,000	SATURDAY, 3rd May.
NSAKI, KOBE & YOKOHAMA.	KUMANO MARU Capt. M. Winckler T. 9,600	WEDNESDAY 7th May at Noon.
Europe &c.	HIRANO MARU Capt. H. Fraser T. 16,000	WEDNESDAY, 7th May, at daylight.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane.	INABA MARU Capt. Tominaga T. 12,500	WEDNESDAY, 7th May, at Noon.
AMERICA &c.	SANUKI MARU Capt. Richards T. 12,500	SATURDAY, 17th May.
AUSTRALIA &c.	NIKKO MARU Capt. Yagi T. 9,500	WEDNESDAY 4th June at noon.

Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Hirano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.
Tamba Maru	12,000	3rd June.

(Subject to change without notice).

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

HAIPHONG.....	"SINGAN"	to-day, at 9 a.m.
SHANGHAI	"LINAN"	26th April, at midnight.
HAIPHONG	"KAIFONG"	29th April, at 9 a.m.
MANILA, CEBU & ILOILO.	"CHINHUA"	29th April, at 4 p.m.
SHANGHAI	"ANHUI"	1st May, at 4 p.m.
SWATOW, WEIHAWEI, & TIENTSIN	"HUICHOW"	1st May, at 4 p.m.

This steamer has superior accommodation with Electric Light
throughout and Electric Fans in State-rooms. A duly qualified Doc-
tor is carried. Reduced Fares, Cargo booked through for all Austr-
lian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

"MANILA" LINE.—Twin Screw Steamers "Tea" & "Taming,"
saloon accommodation amidships; electric fans fitted; extra state-
rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is
situated on deck, aft. Electric Fans fitted.

"SHANGHAI" LINE.—FAST SCHEDULE TWIN-SCREW
STEAMERS (Anhui, Chusan, Linan, Chinghua.)—with excellent
passenger accommodation. Electric Light throughout and Electric
Fans in the State-rooms and Dining Saloon, leave Hongkong for
Shanghai direct every Thursday and Sunday, taking cargo on
through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for
the Sunday morning sailings. A Company's launch leaves Murray
Pier at 10 o'clock every Saturday night.

This steamer land passengers in Shanghai, avoiding the incon-
venience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 22nd April, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"

CAPT. HENRY,

Will leave Hongkong for Haiphong

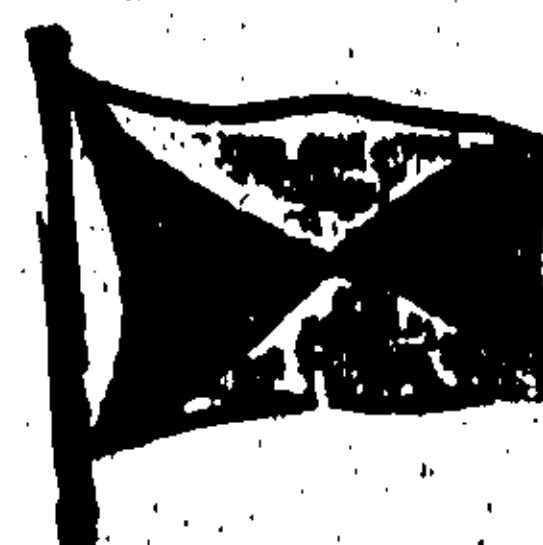
ON OR ABOUT MONDAY, APRIL 28.

For Freight and passage apply to P. THOMAS.

Agent

MESSAGERIES MARITIMES S. CIE.

Shipping

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
ZAFIRO....	4000	F. S. McMurray	{ Manila Mangarin, Iloilo and Cebu.	SATURDAY, 26th Apr. 4 p.m.
RUBI	4000	J. Miller	{ Manila Mangarin, Iloilo and Cebu.	WEDNESDAY 7th May, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY,
NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO
GENERAL MANAGERS

Hongkong, 17th April 1913.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 17th April 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAPAN	2nd half Apr.	JAVA	2nd half Apr.
Tjikong	SHANGHAI	2nd half Apr.	JAVA	2nd half Apr.
Tjikong	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjikong	JAVA	2nd half Apr.	SHANGHAI	2nd half Apr.
Tjikong	JAVA	2nd half Apr.	JAPAN	1st half May.
Tjikong	JAVA	1st half May	JAPAN	1st half May.
Tjikong	JAVA	1st half May	SHANGHAI	1st half May.
Tjikong	JAVA	2nd half May	JAPAN	2nd half May.

The steamers are all fitted throughout with Electric Light, and
have accommodation for a limited number of saloon passengers, and
will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to
all points in the United States and Canada and with Trans-
Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	H.S. Smith	April 29th Noon.
S.S. "Chiyo Maru"	22,000	W.W. Greene	May 27th "
S.S. "Nippon Maru"	11,000	A. G. Stevens	June 17th "
S.S. "Tenyo Maru"	22,000	E. Bent	June 24th "

The S.S. Shinyo Maru will be despatched for San Francisco via
Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu on
Tuesday the 29th April at noon.

These steamers are equipped with Turbine Engines and Triple
Screws.

All steamers carry Japanese Government wireless telegraph and
post office.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo
and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports
Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday June 4, Noon.
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KORSA	SIBERIA
27,000 tons, twin screws.	27,000 tons twin screws.	15,000 tons, twin screws.	15,000 tons, win screw
Also 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu
(the Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amuse-
ments, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unparalleled opportunities, than by any other route
For a return ticket to London the cost is but 4/6, including berth and meals, across America, to
San Francisco via Japan and Honolulu the cost is 4/6. For the INTERMEDIATE SERVICE from
China accommodations are provided for 4/6 to London (return ticket 9/6) and to San Francisco
4/6. SPECIAL RATES to all other ports. Apply to Agents or Civil Service.

Steamers: Siberia 18,000 Tons | Starting May 6, at 1 p.m. || China | 10,000 | May 13, at 3 p.m. |

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	From MANILA.	Due
Leave	Arrive	Leave
Hongkong.	Manila.	Hongkong.
May 13 CHINA	May 15	May 3 CHINA
June 3 NILE	June 5	May 11 MANCHURIA
July 1 PERSIA	July 3	June 21 PERSIA

LET US PLAN AN ITINERARY FOR YOU.
King's Building (Opp. Blake Pier). FRED. J. HALTON, Telephone No. 141
HONGKONG, 20th January, 1913.
Panama-Pacific International Exposition-San Francisco-1915.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA:
32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

LOG BOOK.

Navigation on the Upper
Yangtze.

As instancing the precarious
nature of the nature of the naviga-
tion of the Upper Yangtze says
"Shipping and Engineering," it
may be of interest to state that
during a voyage from Ichang to
Wanhsien, a distance of two
hundred miles and back, occupy-
ing a fortnight, upwards of
twenty wrecked junks were count-
ed, three of which were kerosene
laden for the Standard Oil Co.
The Tsai Tans alone accounted
for five wrecks and the Hsin Lung
Tan for three. On the Kin-Ko-
Tan (Buffalo mouth rapid) a wu-
pin had been wrecked and the
crew left without beds, food or
money. The "dip" of the Hsin
Lung Tan was measured to be
4ft. 2in. The Hsin Tans appeared
to be slightly more but the tur-
bulent nature of the approach
and existing conditions made
measurements insufficiently ac-
curate to be worth recording.

Dimensions of Ships of the
Future.

One of the most interesting
papers read at the International
Congress of Navigation, in Phila-
delphia, is that contributed by
Mr. J. Foster King, chief surveyor
to the British corporation. The
subject dealt with was "the pro-
bable dimensions of seagoing
vessels of the future, in rela-
tion to the dimensions to be
given to maritime canals," and
we need scarcely remark that
it was ably handled. Mr. King,
it seems, considers it apparent that
some influence is at present hold-
ing back the development in
length and breadth of passenger
vessels engaged in trades other
than that of the North Atlantic
and that these boats now lie in
one of those horizontal stages
which usually occur before a
step upward is made. But for
this, he continues, the maxima of
570 feet by 64 feet, which have
held the field for a decade, would
now be 600 feet by 70 feet, or
practically the dimensions of the
Franconia of the Cunard line,
and he believes that in the year
1970 vessels of 900 feet by 112
feet will be the largest built for ser-
vice on the great passenger routes
to India, South Africa, etc., as
against the probable 1,100 feet
by 128 feet and the possible
1,800 feet by 210 feet of the
largest Atlantic ship. Persistence
on the lines of past development
seems to mean that all ocean
boats, whether cargo, passenger or
both, with the exception of the
very large Atlantic liners, will
be 50 per cent. longer and 60 per
cent. broader in 1917 than they
are to-day, so that the counterpart
of the present-day 500 foot by 60
foot intermediate steamer will be
750 feet by 90 feet; that of the
380 foot by 48 foot small pas-
senger steamer will be 570
feet by 76 feet; that of the
400 foot by 55 foot tramp will
be 600 feet by 88 feet; and
that of the 280 foot by 40
foot tramp will be 420 feet by 64
feet. In concluding his paper
Mr. King remarked that the ves-
sels of the future can only "devel-
op on lines more near in type
to existing cross channel steamers,
in which high speed and max-
imum passenger accommoda-
tion are the first considerations.
If 1,800 foot lengths are
achieved, he says, it is probable
that their drafts will be limited
to about one fortieth of their
length, or 45 feet, but should the
evolution of the future revert
more nearly to the line of past
development, the 1,000 foot vessel
of 1970, with 40 feet at
disposal, would have a draft
which would correspond to those
for present-day channel steamers,
although such a limitation
would probably be unsatisfactory.
The big 800 foot inter-
mediate boats would probably
require drafts not less than one
twentieth of their length to make
them profitable as freight car-
riers, so that they and the very big
Atlantic steamers will support
continuance on the present line of
maximum increase, which in-
dicates 46 feet as the draft
development of the great ports
and waterways in 1970.

Don't forget after the Show,
Supper & Light Refreshments
ALEXANDRA CAFE, Open
Till Midnight.

Shipping INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
For Steamship On

MANILA LOONGSANG* Saturday, 26th April, 2 p.m.
SHANGHAI, Kobo & Moji NAMSANG* Saturday, 26th April, at noon
SHANGHAI HANGSANG* Tuesday, 29th April, at noon
S'PORE, Penang & Ceylon LAISANG* Wednesday, 30th April, at 2 p.m.
MANILA YUENSANG* Saturday, 3rd May, at 2 p.m.
RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
†Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.
For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE.—HOMEWARDS.
For Steamship Date of Sailing.
MARSEILLES, LONDON } DEN OF GLAMIS On 2nd May.
& ANTWERP } FLINTSHIRE About 20th July.
LONDON & ANTWERP } MONMOUTHSHIRE 1st August.
NEW TRANS-PACIFIC "SHIRE" and "GLEN" JOINT SERVICE.
VANCOUVER, SEATTLE } FALLS OF ORCHY About 6th May.
TACOMA & PORTLAND }
VICTORIA, VANCOUVER } HARPAGUS 10th June.
& SEATTLE } VESTALIA 27th June.
PORTLAND, TACOMA & SEATTLE }
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**
AGENTS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND MANILAN.
EASTWARD.

The S.S. "ITALIA," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI on the 30th April at daylight, taking cargo and passengers at current rates.
For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. Agents.
Hongkong, 22nd April, 1913.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS.
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL, ELECTRICAL & MECHANICAL
ENGINEERS.
WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

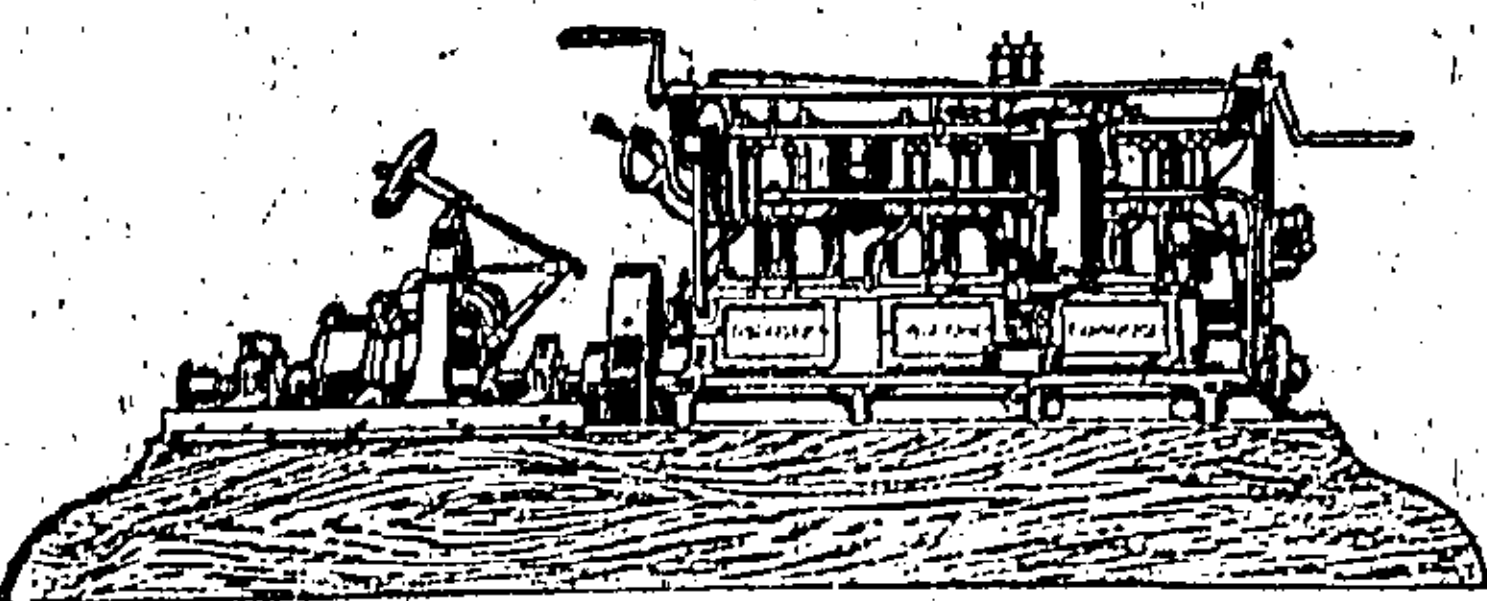
GRAVING DOCK 78' x 88' x 34' 6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—**JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 B. H. P.
As supplied to the British Admiralty & War Office.



O.6. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK."
TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Fintshire	J. M. & Co.	20 July
do do	No. 6	P. & O. Co.	30 April, about
London via Usual Ports of Call	Devanha	P. & O. Co.	26 April
Havre and Hamburg, &c.	Arabia	H. A. L.	27 May
Havre, Hamburg & Bremen	Segovia	H. A. L.	19 June
Hamburg and Antwerp	Sicilia	H. A. L.	4 June
Havre, Bremen & Hamburg, &c.	Liberia	H. A. L.	16 May
Marseilles, London and Antwerp	Den of Glamis	J. M. & Co.	2 May, about
do do do	Glenturret	S. T. & Co.	5 June, about
do do do	Amazona	M. M. Co.	6 May
Marseilles, London & Antwerp via S'pore, &c.	Hirano Maru	N. Y. K.	7 May
Rotterdam and Hamburg	Alesia	H. A. L.	10 June
do do	Segovia	H. A. L.	19 June
Shanghai	Delta	P. & O. Co.	8 May
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Byern	H. A. L.	20 May
Trieste, &c.	Bohemia	S. W. & Co.	13 May
Trieste, Fiume, Venice via Singapore, &c.	China	S. W. & Co.	1 May, about
Naples, Genoa, Algiers, Gibraltar, S'lon, Manila	Luetzow	M. & Co.	29 April
London & Antwerp	Monmouthshire	J. M. & Co.	1 August

New York, San Francisco and Canada.

Mexican, Peruvian and Chili Ports via Japan	Hongkong Maru	T. K. K.	4 June
do do do	Kiyo Maru	T. K. K.	5 August
New York	Chazee	D. & Co.	6 May, about
New York	Indrani	J. M. & Co.	26 April
San Francisco	Shinyo Maru	T. K. K.	29 April
do	Chiyo Maru	T. K. K.	27 May
San Francisco, etc.	Nippon Maru	T. K. K.	17 June
do	Tonyo Maru	T. K. K.	24 June
San Francisco via Japan	Siberia	P. M. & Co.	6 May
do do	China	P. M. & Co.	13 May
do do	Nile	P. M. & Co.	3 June
Victoria, B.C., & Tacoma via Shanghai, &c.	Mexico Maru	O. S. K.	30 April
Victoria, B.C., & Tacoma via Japan, &c.	Chicago Maru	O. S. K.	17 May
Victoria, B.C., & Seattle via Shanghai, &c.	Shidzuoka Maru	N. Y. K.	20 May
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	10 June, about
Vancouver via Shanghai and Japan, &c.	Empress of Japan	C. P. R. Co.	26 April
do do	E. of Russia	C. P. R. Co.	21 May
do do	E. of India	C. P. R. Co.	7 June
Vancouver, Seattle, &c.	Saxonia	H. A. L.	22 May
Vancouver, Seattle and Portland	Falls of Orchy	J. M. & Co.	6 May
Vancouver via Shanghai, Japan, &c.	Montangle	C. P. R. Co.	21 June
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	27 June

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	30 April
do do	Taiyuan	B. & S.	2 May
do do	Guthrie	B. & S.	23 May
do do	Inaba Maru	N. Y. K.	7 May
do do	Empire	G. L. & Co.	24 May
do do	St. Albans	G. L. & Co.	21 June
do do	Nikko Maru	N. Y. K.	4 June

Singapore, Coast Ports and Japan.

Singapore &c.	Kiev	E. V. F.	Middle April
Singapore, Penang, & Ceylon	Arratoon Apar	D. S. & Co. Ltd.	7 May
Singapore, Penang, Langoon & Calcutta	Tosa Maru	N. Y. K.	3 May
Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do	Tjimaihi	J. O. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	End of April
Bombay via Singapore, Penang & Colombo	Indo Maru	O. S. K.	26 April
Japan	Tjiliwang	J. O. J. L.	Quick despatch
Kobe	Saigon Maru	O. S. K.	21 May
Kobe and Yokohama	Prinz Sigismund	M. & Co.	29 April, about
Kobe & Yokohama	Aki Maru	N. Y. K.	8 May
Yokohama, Kobe & Moji	Faltala	J. M. & Co.	30 April
do do	Torilla	D. S. & Co.	8 May
Nagasaki, Kobe & Yokohama	Kumano Maru	N. Y. K.	7 May
Yokohama and Kobe via Shanghai	Persia	S. W. & Co.	5 May, about
Amoy and Takao via Swatow and Amoy	Sosho Maru	O. S. K.	30 April
Manila	Loongsang	J. M. & Co.	26 April
Swatow	Zafiro	S. T. & Co.	26 April
Swatow, Amoy and Foochow	Haimun	D. L. & Co.	27 April
Tamsui via Swatow & Amoy	Haiyang	D. L. & Co.	29 April
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	27 April
Foochow via Swatow and Amoy	Daijin Maru	O. S. K.	27 April
Swatow, Amoy and Foochow	Kaijo Maru	O. S. K.	7 May
do do	Haiyang	D. L. & Co.	29 April
Shanghai, Moji Kobe and Yokohama	Haiching	D. L. & Co.	2 May
Shanghai, Moji, Kobe & Yokohama	Shinyo Maru	N. Y. K.	29 April
Shanghai, Kobe and Moji	Sumatra	P. & O. S. N. Co.	3 May, about
do do	Thongwa	D. S. & Co.	30 April
Shanghai, Kobe & Yokohama	Namsang	J. M. & Co.	28 April
Shanghai and Japan	Mogellan	M. M. Co.	5 May
do do	Alesia	H. A. L.	27 April
do do	Segovia	H. A. L.	8 May
do do	Furst Bulow	Do.	19 May
do do	Birkenfels	Do.	24 May
Shanghai and Japan	Saxonia	Do.	24 May
do do	Preussen	Do.	24 May
Shanghai, Tsingtau, Kobe and Yokohama	Prinz Ludwig	M. & Co.	1 May, about
do do	Tjilatjap	J. O. J. L.	Quick despatch
do do	Tjibodas	J. O. J. L.	Quick despatch
do do	Tjikini	J. O. J. L.	Quick despatch
do do	Bohemia	S. W. & Co.	28 April
do do	Choyhsang	J. M. & Co.	20 April
do do	Linan	B. & S.	26 April
do do	Hangeang	J. M. & Co.	27 April
do do	Anhui	B. & S.	1 May

To Sail

**GLEN LINE (McGREGOR,
GOW & CO.) LTD.**
FOR MARSEILLES, LONDON &
ANTWERP.

THE Steamship
"GLEN TURET,"
Capt. B. W. Lister, will be despatched
for the above ports on 6th June, 1913.
For Freight or Passage, apply to
SEWEN TOMES & CO.
Agents.
Hongkong, 23rd April, 1913.

To Sail

Regular Steamship Service
With Liberty to call at the
Malabar Coast.
PROPOSED SAILING FROM HONGKONG
FOR BOSTON & NEW YORK
S.S. "GHAZEE" on 9th May.
For Freight and further information,
apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 9th April 1913.

Lloyd's Returns.

Returns issued by Lloyd's Re-
gister show that during the
quarter ended December 31 last
142 steam and sailing vessels of
182,397 tons were totally lost,
condemned, &c. Thirty-six of
these, measuring 55,125 tons,
belonged to the United Kingdom.
The table shows that two Japanese
steam vessels of 632 tons not
foundered and one of 208 tons
was wrecked, making a total loss
for Japan of three ships of 900
tons.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel
Shanghai	Namsang.
Batavia	Tjikini.
Batavia	Tjiliwang.
Europe	Doyanhs.
Philippines	Loongsang.
Macao	Sui Tai.
Philippines	Zafiro.
Vancouver	Empress of Japan.
Shanghai	Linan.

AMERICAN MAIL.

The P. M. s.s. Manchuria left
San Francisco for Hongkong on
the 12th inst. via the usual ports
of call.
The P. M. s.s. Siberia, with the
United States mail, left Yokohama
on the 17th inst. for Hong-
kong via Kobe, Nagasaki and
Shanghai.

The P. M. s.s. Mongolia arrived
at San Francisco on the 22nd inst.
The P. M. s.s. China, voyage 111,
Out, will sail from Yokohama
for Hongkong, via Manila, at day-
light on Friday the 25th inst. Her
mails have been transferred to the
Osaka Shosen Kaisha Line.

CANADIAN MAIL.

The C. P. R. s.s. Empress of
India left Yokohama on the 15th
inst., at noon, is due to arrive at
Vancouver, B.C., on the 27th inst.
The C. P. R. s.s. Montangle left
Vancouver, B.C., on the 17th inst.,
and is due to arrive at Hongkong
on the 10th prox.

GERMAN MAIL.

The I. G. M. s.s. Prinz Ludwig
carrying the German Mails with
dates from Berlin of the 2nd inst.,
left Colombo on the 19th inst., p.m.,
and may be expected here on the
30th inst.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund
left Sydney on the 5th inst.,
and may be expected here on the
29th inst.

The E. & A. s.s. Empire left
Sydney on the 9th inst., and may
be expected to arrive here on the
2nd prox.

MERCHANT STEAMERS.

The s.s. Glenesk passed the
Suez Canal on the 15th inst., for
Hongkong via Straits.

The A.L. str. Persia left Singa-
pore for this port on the 22nd
April, and will arrive here on the
28th April.

The A.L. str. Bohemia left
Singapore for this port on the
23rd April, and will arrive here
on the 28th April.

The I.-C. S. N. s.s. Yatsching
from Calcutta is due at Hong-
kong on the 1st prox.

The S. L. s.s. Falls of Orchy
from London is due at Hongkong
on the 4th prox.

The I. L. s.s. Indrani from
Shanghai is due at Hongkong on
the 27th inst.

The H. A. L. s.s. Alesia left
Singapore on the 24th inst., a.m.,
and may be expected here on or
about 30th inst., a.m.

The Russian s.s. Lituanika left
Singapore on the 23rd inst., and
may be expected here on or about
the 30th inst.

VESSELS IN PORT.

Steamers.

Anglin, Ger. s.s., 1,065, Kumpel,
22nd April—Bangkok
13th April, Rice.—B. &
S.

Borneo, Ger. s.s., 1,344, Sembill,
22nd April—Sandakan
17th April, Timber.—M.
& Co.

Chinhua, Br. s.s., 1,349, Wake,
23rd April—Canton 22nd
April, Gen.—B. & S.

Chowtai, Ger. s.s., 1,115, Reher,
23rd April—Bangkok and
Swatow 22nd April, Rice.
—B. & S.

Columbia, Am. s.s., 349, Bond,
4th April—Singapore
Ballast.—Order.

Daijin Maru, Jap. s.s., 899, Na-
gano, 23rd April—Swa-
tow 22nd April, Gen.—O.
S. K.

Demodocus, Br. s.s., 4,269, Dodd,
24th April—Singapore,
Gen.—B. & S.

Empress of Japan, Br. s.s., 3,039,
W. D. Hoperaff, 11th
April—Vancouver 20th
Mar., Gen.—C. P. R. Co.

Idomenear, Br. s.s., 4,506, Bao-
tens, 24th April—Singa-
pore, Gen.—B. & S.

Loongsang, Br. s.s., 1,093, Leask,
22nd April—Manila 19th
April, Gen.—J. M. & Co.

Mexico Maru, Jap. s.s., 3,760,
Kobayashi 20th April—
Tacoma via Shanghai
17th April, Gen.—O. S.
K.

Namsang, Br. s.s., 2,591, Gilroy,
23rd April—Calcutta 8th
April, Gen.—J. M. &
Co.

Ortiga Hermans, Ger. s.s., 250,
Pate, 23rd April—Manila
18th April, Sugar.—Or-
der.

Pongtong, Ger. s.s., 899, Bol-
fuher, 23rd April—Bang-
kok 13th April, Rice.—B.
& S.

Senegambia, Ger. s.s., 2,350, Re-
her, 24th April—Shang-
hai 21st April, Gen.—H.
A. L.

Shinyo Maru, Jap. s.s., 7,228, H.
S. Smith, 22nd April—
San Francisco 22nd
Mar., Gen.—P. M. Co.

Taiyuan, Br. s.s., 2,494, Brown,
24th April—Sydney, Gen.
—B. & S.

Tjikini, Dutch s.s., 3,014, Rooy,
23rd April—Mike 17th
April, Gen.—J. C. J. L.

Zafiro, Am. s.s., 1,409, McMurray,
24th April—Manila 21st
April, Sugar.—S. T. &
Co.

If you have lost your appetite, one to
the big variety of dainty dishes at the
ALEXANDRA CAFE is sure to
tempt you.

Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET call-
ing at Hongkong once a month both ways. Homeward and Outward,
will accept Cargo and Passengers for the Ports they have to call at,
on the way, according to the schedule viz—
HOMEWARD BOUND STEAMERS for Singapore, Penang,
Colombo, Djibouti, Hodeidah, Jeddah, Suez, Port Said, Beyrouth,
Constantinople, Batoum, Odessa.
N.B.—The steamers calling at the ports printed in black letters
may be cancelled, if no cargo or passengers offered there.
OUTWARD BOUND STEAMERS for Nagasaki and Vladivostok.

The Agency of the Russian Volunteer Fleet at Hongkong will
also accept Cargo and issue through Bills of Lading for all Black
and Azov Seas Ports, with transshipment at Odessa, and for Hakodate
and all Ports of Tartarian Strait and Kamohatka with transship-
ment at Vladivostok.

Cargo for all European Ports not mentioned in the steamer's
schedule will not be accepted by this Agency.
NEXT HOMEWARD BOUND STEAMER is expected to arrive
in Hongkong about the middle of May 1913.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF,

Agent.
Hotel Mansions, 3rd Floor,
Rooms Nos 13A & 14.

Telephone No. 1224.

Hongkong, 23rd April, 1913

HOTEL LISTS.

Hongkong Hotel.
 Acheson, J. Kruseman, A.
 Adair, Mr. & Mrs. Lamart, Mr. & Mrs. de.
 Almon, Mrs. S. Lambert, Mrs. W. H.
 Barberini, E. T. Leal, E.
 Baring, M. Lobb, Dr. E. L.
 Bate, E. R. M.
 Bayly, E. B. Low, Mr. and
 Beach, O. Mrs. C. L.
 Beaumont, E. A. Low, Miss V.
 Bell, J. A. W. Lyall, Dr. A.
 Benna, G. A. Mackenzie, A.
 Bernhardt, Misses MacIntyre, Mr. and Mrs. Neil
 B. & A. Marcy, F. A. H.
 Berry, Miss Martin, G.
 Reynon, Capt. Matheson, Mrs. R. T. and
 C. R. child.
 Block, G. McKean, Dr. G. W.
 Bowman, Mrs. M. C.
 Carey, J. J. McKenny, Dr.
 Clark, R. M. C. W. & Mrs.
 Clark, Mrs. R. Mehta, K. B.
 Cambridge, A. J. Merecki, J.
 Cartwright, Mrs. Messulam, D.
 J. H. Millard, Mrs. J.
 Chalmers, J. S. Moltke, Count
 Claxton, A. A. Cogan, Mr. & valet
 Cogan, Mr. J. Moore, Mr. and
 Cohen, R. Mrs. P. J.
 Cohen, Mrs. S. Movellan, A. P.
 Cokely, T. J. Munn, Mr. and
 Condit, Miss R. Mrs. M. D.
 Corred, A. Muller, C.
 Cowen, Mrs. W. Mulder, J. D.
 F.
 Cranston, J. W. Neumann, Dr.
 Crocker, Miss J.
 Cropper, Mr. and Newman, E.
 Mrs. F. O'Leary, Miss
 Crowe, W. E. G.
 Cunningham, J. Pitt, Mr. & Mrs.
 M. H. M.
 Davies, G. H. Poulet, A.
 Dannecker, Mr. & Mrs. O. Proulx, Mr. and
 Darnell, H. B. Mrs. F. W.
 Davis, C. H. Prior, Mr. and
 Davis, Mrs. H. C. H.
 C.
 Deane, A. F. Ray, E. H.
 Derham, C. Reid, R. T.
 Derteano, Mr. & Richards, Miss
 Mrs. & 2 children.
 Rickette, Mr. &
 Dowar, J. Mrs. W. R.
 Diehl, T. Robins, C. F.
 D'Ostingen, V. Robinson, W. V.
 Douglas, Mrs. R. Rosenstock, C.
 H. W.
 Doorn, G. von W. Russell, J. B.
 Dowley, W. A. Sharp, E. H.
 Duncker, C. I. Sharp, Mrs. E.
 Eastman, Miss H.
 O. S. Sibley, J. C.
 Ehrenfels, Mr. Sidford, Mrs.
 and Mrs. H. C. G. V.
 Erlanger, Mr. & Smith, Mr. and
 Mrs. E. E.
 Finlayson, Mrs. Smith-Marriott, C. E.
 Finlayson, Dr. A. Sorby, V.
 M. Sutherland, P.
 Fisher, H. G. D.
 Fish, J. Spittles, Mr. H.
 Fowler, E. A. S. Mrs. James.
 Fynes-Clinton, R. Spiro, S.
 R. Square, Miss.
 Garland, Mr. and Stainer, Lt. and
 Mrs. H. P. Mrs. C. E.
 Garland, L. S. Stanford, W. H.
 Garland, Miss Stearns, Dr. and
 Goare, Mrs. Mrs. C. H.
 Georgeon, Mr. Steinbach, C.
 & Mrs. Stearns, Master
 George, F. R. J. E.
 Gessler, Dr. Steele, Rev. J.
 Goldsmith, Mr. Stephenson, E.
 & Mrs. L. A. Stubbs, Mrs. I.
 Gordon, A. G. Sturges, Mrs. C.
 Goulbourn, V. R.
 Gould, Mr. J. Sturges, Miss E.
 Gourgay, I. R.
 Gras, E. Sutton, Mrs. O.
 Grisogono, P. O. D.
 Von. Tait, J. M.
 Hall, Capt. T. P. Tapp, J. R.
 Hanna, Dr. J. G. Taylor, H.
 Harbord, W. T. Thomas, A. H.
 Henderson, C. A. N.
 Herridge, J. R. Thummar, Miss
 Hewett, Hon. E. Tinsley, Mr. &
 A. C. M. G. Mrs. R. P.
 Holmes, G. Waldron, Miss
 Hei Yue-may, D. M. K.
 Hunter, R. Walker, A. V.
 Hughes, Miss Waterhouse, Mrs. E. B.
 Innes, Capt. R. Waterhouse, Mrs.
 Irwin, R. Waterhouse, Miss
 Jackson, Mrs. Watkins, H.
 M. G. Webb, Mr. and
 Jones, W. B. Mrs. B.
 Joseph, Mrs. M. G.
 G. Weill, Mr. and
 Joseph, C. Mrs. A. and 4
 Joseph, Miss children
 Judith, Mrs. A. Weston, Mrs. B.
 N. E. F.
 Kennay, F. W. Wood, G. G. 2
 Kinescho, J. G. Young, Mrs. W.
 Kirkpatrick, R. Young, Miss K.

Consignees

INDO-CHINA STEAM NAVI-
 GATION CO., LTD.
 FROM CALCUTTA, PENANG
 AND SINGAPORE.

THE Company's Steamship
"NAMSANG"
 having arrived from the above Ports
 Consignees of cargo by her are hereby
 informed that their goods will be de-
 livered from alongside.
 Cargo impeding the discharge or
 remaining on board after 4 p.m. the
 24th inst., will be landed at Consignee's
 risk and expense.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned
 by
**JARDINE, MATHESON &
 CO., LTD.**
 General Managers.
 Hongkong 23rd April, 1913. [338]

INDO-CHINA STEAM NAVI-
 GATION CO., LTD.
 FROM CALCUTTA, PENANG
 AND SINGAPORE.

THE Company's Steamship
"FOOSHING"
 having arrived from the above ports,
 consignees of cargo are hereby informed
 that their goods will be delivered from
 alongside.
 Cargo impeding the discharge or re-
 maining on board after 4 p.m. the 24th
 inst., will be landed at Consignee's
 risk and expense.
 No Fire Insurance will be effected by
 us in any case whatever.
 Bills of Lading will be countersigned
 by
**JARDINE, MATHESON
 AND CO., LTD.,**
 Agents.
 Hongkong, 18th April, 1913. (283)

"BEN" LINE OF STEAMERS.
 NOTICE TO CONSIGNEES.
 From ANTWERP, MIDDLESBRO,
 LONDON AND STRAITS.
 S.S. "BENMOER."

CONSIGNEES of Cargo are hereby
 informed that all goods are being
 landed at their risk into the hazardous
 and/or extra hazardous Godowns of the
 Hongkong and Kowloon Wharf and
 Godown Co., Ltd., whence and/or from
 the wharves delivery may be obtained.
 No Claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 29th inst., will be subject to rent.
 All Claims against the Steamer must
 be presented to the Undersigned on or
 before the 6th prox., or they will not
 be recognized.
 All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the
 29th inst. at 11 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by
GIBB, LIVINGSTON & CO.
 Agents.
 Hongkong, 22nd April, 1913. [323]

Astor House.
 Allen, H. J. Lugebil, V.
 Arnold, J. B. Martin, Mr. &
 Bethune, W. Musso, F.
 Birot, L. Marshall, W.
 Brown, I. C. Mayhood, J. R.
 Brown, E. C. Moyer, Mrs. B.
 Brown, H. J. Miller, F. F.
 Chopard, F. A. Monroe, Mr. &
 Crompton, F. D. Mrs. P.
 Cruz, Mr. & Mrs. Morgan, F. E.
 B. S. Morris, Mrs. K.
 Dadeoglon, H. de
 Dupuy, Mrs. Musso, F.
 Fisher, A. Niameyer, Mr.
 Francois, Oh. & Mrs.
 Gale, V. T. Parr, V. C.
 Greig, W. Petersen, A.
 Guthrie, Mr. and Puvogel, Ford.
 Mrs. A. S. Ripley, R. S.
 Hall, J. W. Roche, Mr. and
 Hance, C. E. A. Mrs. de La
 Hardy, Chas. Sanders, N.
 Harper, Mr. and Schomberg, F.
 Mrs. J. H. Sleason, J. J.
 Honory, J. Smoes, W.
 Hickman, E. F. Stirling, Mrs.
 Hockness, Kurt Tolentino, E. V.
 Hudson, C. M. Trawver, W. E.
 Javet, C. Vincent, F. M.
 Jones, E. M. Wellemberski
 Johnson, W. A. Willson, Gil-
 Juster, W. bert R.
 Laeson, L. E. Winston, E. O.
 Longone, G. Zoboll, A. G.
 Long, H.

Grand Hotel.
 Ahnberg, K. Lorria
 Bankefort, C. Lowell, Mr. &
 Benchenans, P. Mrs.
 Bogus, D. Mayr, Mr. and
 Bonetta, Miss V. Mrs.
 Brill, Dr. Merlin, L.
 Bumann, Meyer, N.
 Camann, Miller, F.
 Calvert, Miss Moller
 Crew, Mr. and Moonan, J.
 Mrs. Parrshall, J.
 Elson, W. Sanborn, W.
 Grant, G. Schmidt
 French, C. Stephano, Miss
 Fridley, G. Thomas, Mr. &
 Grace, Miss Mrs. A.
 Haden, E. Watkins, G.
 Higginbotham, W. Weismann, O.
 Key, Dr. Willis, E.
 Kuhl, J. Woodcock

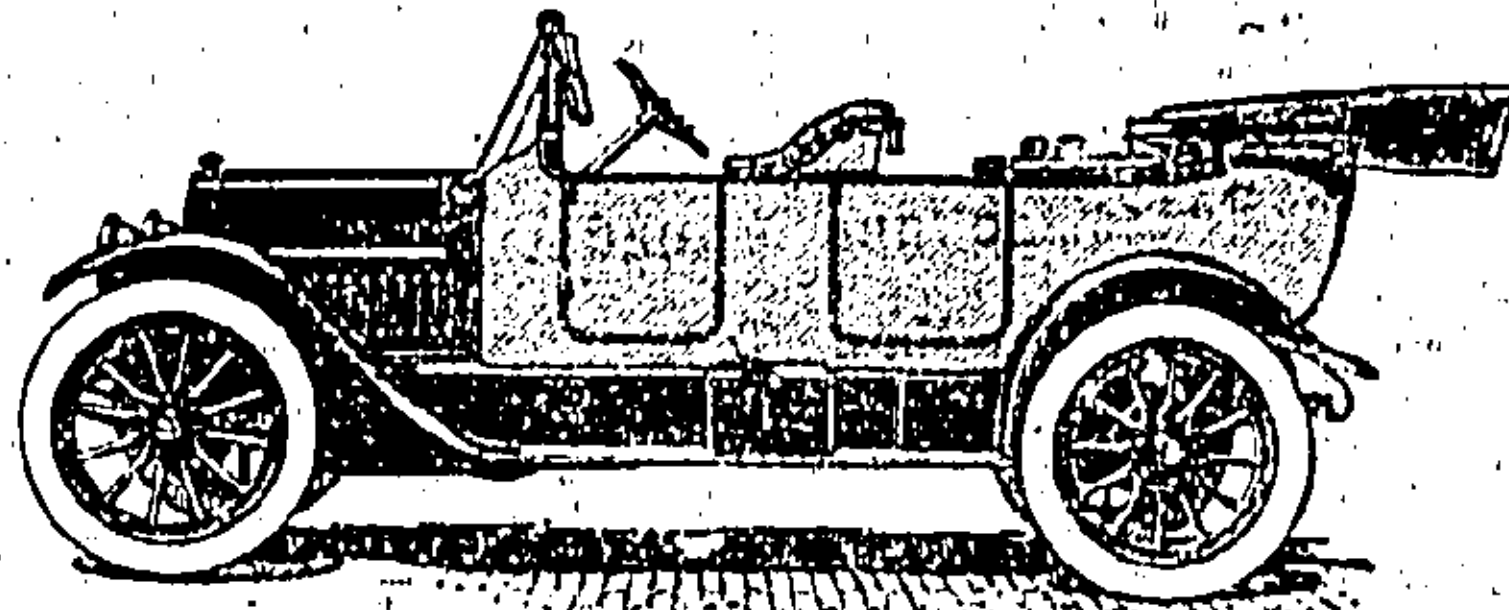
Notices

PLAGUE.
"THE DESTROYER"
 is itself destroyed,
 by



THIS IDEAL DISINFECTANT IS DEATH
 TO ALL DISEASE GERMS.

AGENTS,
W. R. LOXLEY & CO.
 CHATER ROAD,
 HONGKONG.



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LAW & SONS.

No. 3 Duddell Street. Sole Agents.

**The Gas Accumulator Co.,
 Ltd. of the United Kingdom.**
 LIGHT HOUSES, BUOYS, BEACONS, RAILWAY LIGHTS,
 AND ALL INSTALLATIONS FOR HOUSES AND SEA
 CRAFT ARE FURNISHED BY

US!

ALSO ACETYLENE GAS FOR WELDING AND LIGHTING
 PURPOSES.

For Prices and Particulars Apply to
ARTHUR NILSSON & CO.,
 Gen. Agents For China.

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**JEWELLERS, DIAMOND MERCHANT
 AND WATCHMAKERS.**
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 Large Consignment Best Turkish Cigarettes.
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 In Tins of 100, 50 and 20.
 Cork Tipped, Gold Tipped and Plain.
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 TOBACCO STORE.**

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 DIRECT IMPORTERS OF SILKS, CANTON LINEN,
 PONGEE SILK, CREPE DE CHINE AND LACES.
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 THE BEST BARBER SHOP IN THE COLONY!
 PODISCHIOTS, MANICURES AND
 LADIES HAIR DRESSERS.
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D. CHELLARAM.
 THE BEST SILK STORE.
 EMBROIDERIES, MALTESE AND RARE
 CHINESE LACES.

FILIPINO BARBER SHOP.
 THE BEST IN THE COLONY!
 Come to us for AMERICAN Electric Massage!
 TRY OUR NEW SHAMPOOING AND HAIR DRESSING.
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HILL BERGDAHL & CO.
 SOLE Manufacturers of AQUA HILLA!
 BEST purveyors of Zoedone, Ginger Beer, all Aerated Waters,
 and Cordials.
 4, CROSS LANE.
 Telephone 718, For Price Lists and Order Books.

BON TON STORE.
 JUST ARRIVED!
 A NICE Assortment of Summer Materials, Voiles, Zephyrs,
 Mousselines, Etc.
 35 cents and Upwards. THE BEST!

EMBROIDERY AND RARE LACES
SWATOW DRAWN WORK.
 AND
LADIES TAILORING.
SWATOW TRADING COMPANY, HONGKONG.
 100 to 101, Des Voeux Road.

**WHITEAWAY,
 LAIDLAW & CO., LTD.**

**STERLING VALUES IN
 SUMMER WANTS**
 ARE HERE BIDDING FOR BUSINESS.



INDIA GAUZE VESTS
 With Fox Necks
 as Sketch.

A FINE COOL

TROPICAL VEST.

Just What You Need.

All Sizes

Price \$7.50 Per Doz.

UNAPPROACHABLE
 VALUE

FINE LAWN

ONE INCH HEMS.

Size About 20 Inches Square.

Price \$1.50 Per Doz.



A NEW DELIVERY

OPEN END TIES.

SELF COLOURS.

Price 50 Cents Each.

20, DES VOEUX ROAD, HONGKONG.

Notice

**PEAK TRAMWAYS CO.,
 LIMITED.**
TIME TABLE

WEEK DAYS.
 7.00 a.m. to 8.00 a.m. Every 15 min.
 8.00 a.m. to 10.00 a.m. " 10 min.
 10.00 a.m. to 11.00 a.m. " 15 min.
 11.30 a.m. to 12.45 p.m. " 15 min.
 12.45 p.m. to 1.15 p.m. " 10 min.
 1.15 p.m. to 1.45 p.m. " 15 min.
 1.45 p.m. to 2.15 p.m. " 10 min.
 2.15 p.m. to 3.00 p.m. " 15 min.
 3.00 p.m. to 3.10 p.m. " 10 min.
NIGHT CARS.
 8.50 p.m. and 9 p.m., 9.30 p.m. to
 11.00 p.m. every half hour.
 11.00 p.m. to 11.45 p.m.
 every quarter of an hour.
SUNDAYS.
 6.00 a.m. to 10.30 a.m. every 15 min.
 10.30 a.m. to 11.00 a.m. " 10 min.
 11.45 a.m. to 12.00 noon " 15 min.
 12.00 noon to 1.00 p.m. " 10 min.
 1.00 p.m. to 2.00 p.m. " 15 min.
 3.00 p.m. to 8.00 p.m. " 10 min.
 8.00 p.m. to 7.00 p.m. " 15 min.
 7.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS on Week Days.
SATURDAYS.
 Extra Cars at 12 midnight.

SPECIAL CARS.
 By Arrangement at the Company's
 Office, Alexandra Buildings,
 Des Voeux Road.

COMMERCIAL.

The Trade of Sandakan.

The annual report of the
 customs department, Sandakan,
 for 1912, shows that, in imports,
 the total entries were valued at
 \$2,336,911, against \$1,834,292,
 in the year previous, i.e., an in-
 crease of \$502,619, equal to 27.4
 per cent. Excluding treasure figures,
 the 1912 actual commercial
 imports were \$2,015,144, against
 \$1,637,508, for the corresponding
 period preceding, or an increase in
 real trade of \$377,635, equal
 to a percentage of 23.1 per
 cent. Of this trade increase
 about \$35,000 worth is due to
 more transshipment trade in 1912,
 of which the bulk was with the
 Philippine Islands. Out of 47
 headings, the imports show in-
 creases in 13, and decreases in 9.
 The export returns show a total
 of \$1,792,785, in 1912, against
 \$1,688,120, in 1911, an increase
 of \$104,665, or 7.6 per cent. Leav-
 ing out treasure exports, the trade ex-
 ports were \$1,742,428, against
 \$1,640,281, for 1911, or \$102,
 147 better, equal to 6.23 per cent.
 Out of 47 headings, 25 show
 increases, 10 decreases. Gen-
 erally speaking business at the
 port shows stability, and is of a
 more permanent and settled
 nature than in the younger ports,
 the growth of trade being steady
 and continuous, and showing
 every sign of further expansion
 in the future.

Singapore Share Market.
 Messrs. Fraser and Co. report,
 under date the 17th inst.:—
 Business during the week has
 been on very retail lines, the con-
 tinued fall in sterling rubbers
 has made itself felt in local stocks,
 and quotations are again lower.
 Industrials and mining shares
 have received but scant attention
 and prices are scarcely altered.

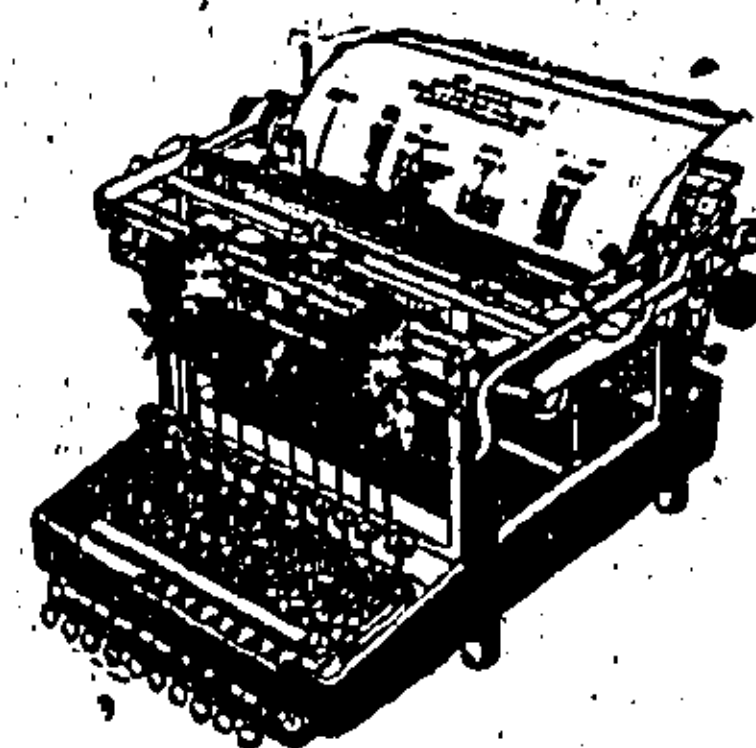
Rubber.—Highlands and Low-
 lands were sold at 94s, 9d,
 Rubber Trusts 9s. 4 1/2d, premium,
 Hajepps 11s. 6d., Chimpuls
 1s. 6d., Singapore United
 2s. 2d., Kota Tingis 2s. 4d.,
 and Anglo-Johores 9s. 8. There
 were small transactions in Singa-
 pore Paras at 2s. 9d. and Tilly-
 four 10s. 7 1/2d. In the local
 group business was done in Ulu
 Pandans at 80 cents, United
 Malacca \$1.20 and Kempas
 \$4.50 with sellers over at these
 quotations. Malakoffs were taken
 at \$2.75 to \$2.80, Sungai Bagans
 \$1.20, Luns \$3.65 and Ayer
 Panas \$3.15 cum dividend.

Mining.—Siputans improved,
 from \$7.40 to \$8.40, closing
 buyers at the latter price. Dung-
 sang Lode were taken at \$1.15.
 Bukit Tawang Ordinary \$10.75
 and Pasing Lamas 7s. 9d. Kana-
 bis were sold from \$2.20 to
 \$2.07 1/2 and Tingkils \$8.50. A
 few Ampangs are obtainable
 round about \$9, and Pengkalans
 \$4.25.

General.—Katz Bros. Deferred
 were taken at \$130, Riley Har-
 greaves ordinary \$115, and
 Straits Traders \$49. There are
 a few Singapore Trams on offer
 at 2s. 9d., and offers are wanted
 for Cold Storages and Maynards.

Notices

**THE
 REMINGTON
 TYPEWRITER !!**



The Man who makes any other
 Typewriter always PRETENDS to
 make it as good as the REMING-
 TON.

The man who buy any other
 Typewriter always HOPES it will
 be as good as the REMINGTON.

The man who uses any other
 Typewriter WISHES it were as
 good of the REMINGTON.

N.B.—Please write, and return of post will bring
 you free of charge an illustrated booklet "Touch
 Method Typewriter Instruction," invaluable to
 all using a typewriting machine.

SIEMSEN & CO.

Sole Agents for
 HONGKONG, CANTON,
 SOUTH CHINA AND FORMOSA.

PARIS TOILET.

Ladies' and Gentlemen's
 HAIR DRESSING SALOON.
 Largest and Best in the East.
 Only Manufacturers of
 THE FAMOUS
 SEVES DES ALPES.
 The Hair Wash of the Age
 Queen's Road 18.

Consignee

TOYO KISEN KAISHA.
 THE Steamship
"SHINYO MARU."
 FROM SAN FRANCISCO, via
 HONOLULU, AND JAPAN
 PORTS AND MANILA.

The above-named Steamer having
 arrived, Consignees of Cargo are hereby
 notified to send in their Bills of Lading
 for countersignature, and to take im-
 mediate delivery of Cargo from alongside.
 Cargo remaining undelivered on 25th
 April at noon will be landed at Con-
 signee's risk and expense, and delivery
 must then be taken from the Company's
 Godown.

No Fire Insurance whatever will be
 effected.

No claim will be recognized after the
 Goods have left the Godown, and all
 Goods remaining undelivered on April
 29th inst. 5 p.m. afternoon, will be
 subject to rent and landing charges.

All chafed and otherwise damaged
 Cargo to be left in godown, and examina-
 tion of same to be held on 30th April
 1913, at 3 p.m.

All Claims must be filed on or before
 6th May, otherwise they will not be
 recognized.

S. YORIMOTO,

Agent
 Hongkong 22nd April, 1913. [326]

To Sail

FOR SHANGHAI, KOBE
 AND MOJI

THE Steamship

"THONGWA,"
 Capt. D. M. Robins, will be despatched
 for the above ports on THURSDAY,
 the 1st May, at noon.

The Steamer has superior accom-
 modation for passengers, is installed
 throughout with Electric Light and
 carries a duly certified doctor.

Return Tickets to Japan (occupying
 20 days).

The Steamers leave about every 8
 weeks for Shanghai and Kobe (Inland
 Sea), returning via Moji, providing a
 stay of 5 to 6 days in Japan.

Return Tickets are available by the
 Indo-China Steam Navigation Co.'s
 Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.

Hongkong, 24th April, 1913. [380]

COMMANDER EVANS.

The Skipper of the "Terra Nova" at Colombo.

Commander E. R. G. Evans, R.N., who commanded the British Antarctic expedition in the "Terra Nova," arrived in Colombo recently by the O. L. S. "Otranto" accompanied by Mrs. Evans. Commander Evans, in an interview on the death of Captain Scott and his comrades said:—"One cannot make a defence where none is needed. The rumour that Petty Officer Evans became insane is wholly baseless. His illness was caused by privations and hardships, of which no one could be ashamed."

Statements published indicate that Captain Scott was the last to die and that he died on March 27. When his body was discovered it was half out of his sleeping bag. The other bodies were fully covered, with the heads of the sleeping bag pulled up. The only provisions found were about half a pound of tea and a couple of teaspoonfuls of sugar. He denies the rumours that there was dissension in the exploring party. He is confident that the depots were not touched by the supporting parties. He says that there had been evaporation of the oil owing to the use of leather washers on the tin. During the vessel's stay in port the Commander and Mrs. Evans paid a flying visit to Kandy, returning in time to continue their voyage to England by the same vessel, which left in the early hours of this morning.

Commander Evans, when first seen by a press representative showed a strong disinclination to be interviewed, and the story which he was eventually induced to relate consisted of one long eulogy of the gallantry of others.

"When did you last see Captain Scott?" was one of the press representative's most successful ventures.

"On January 4 last year," Commander Evans replied, "and we were then 145 miles from the South Pole. Before the Polar party left as Captain Scott and his companions shook hands with us all, exchanged a few words, and then turned their faces southwards."

"Our last act was to give them three hearty cheers, and to these they warmly replied. We waved, Captain Scott and the others waved in reply, and still we watched them until they were but a mere speck on that great frozen plateau eleven thousand feet above sea level."

"The appearance of the party as they advanced southwards was very pleasing. Scott and Wilson (Captain Scott and Dr. E. A. Wilson, the chief of the Scientific staff) led the way on ski, and between them was little Bowers (Lieut. Bowers) whose ski had been left at 87 degrees south. He, the smallest man of the party, was striding manfully forward, and behind these three, pulled sturdy Oates (Lieut. Oates, the gallant "Inniskilliner") and the sturdy seaman Evans."

"They were travelling rapidly yet easily, and the acceleration due to the extra man we had given them was very apparent. The last supporting party had marched three miles with Captain Scott to see that the gain of the extra man was worth the inconvenience of accommodating him in the four-man tent. This gain

was very apparent to all of us, for the three men in the last supporting party could scarcely keep up with the five."

"Following the progress of the Southern party according to the records we have now in our possession, one sees how close the margin of safety has been run in previous Antarctic explorations."

"A difference in surface due to a falling temperature, the extra effort caused by a head wind, an accident due to a fall or a bad frost bite at a critical time may mean the loss of a party."

"Luck in these regions plays a more prominent part than anything else, and one cannot help being struck by the fact that the last supporting parties averaged 18 miles a day on their homeward marches, one of them travelling not only with a sick man but one man short at that."

Questioned as to why the relief party did not bring home the bodies of Captain Scott and his comrades, Commander Evans replied:—"The people who are the best judges as to whether the bodies should have been brought back or not, are surely those who have served with Captain Scott and his companions of the Southern Party for the last three years, and we would wish for no better burial ground than the snow-maned land, where we had given our best endeavours for the good of the cause in which we all believed. The relatives of those whose lives have been lost, I know, are in sympathy with our idea in this matter."

Commander Evans further pointed out that Captain Scott and his brave companions had been dead eight months before their bodies were discovered. Questioned as to whether there were any minerals in the Antarctic which would be worth working as a commercial enterprise, Commander Evans said he did not think there were. On their expedition they found many surface garnets, some of which they brought home with them, but efforts at washing for gold produced only magnatite."

OPIUM.

The Opium Prohibition Society of China has addressed a letter to the Government stating that the foreign press have put out the report that they are not really in earnest to stamp out the opium evil, but that the prohibition measures are no more than an excuse to boycott the Indian drug. It says that a periodical will be printed in English and issued every ten days, to set forth to the foreign public the real facts and the difficulty of our task, both internally and externally. The provincial authorities have been approached telegraphically so that all matters connected with opium should be sent to the society for publication; and it is also requested that the Government should instruct all the officers to forward a copy of any document in connection with the opium affairs to this society."

The Japanese and the Cable Co. It is reported that the Japanese Government has at last succeeded in buying up the right of landing cables on the Chinese coast from the Great Northern Cable Company. The sum paid to the Company is not yet known, but at all events it is a matter of congratulation that the monopoly has ended.—Kobe Herald.

POST OFFICE.

MAILS VIA SIBERIA.

Shanghai, North China and Japan via Kobe—Per Namsang, 26th April, 10 a.m.

Quinhon—Per Helene, 26th April, 10 a.m.

MAILS CLOSE.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 25th April, at 5 p.m.—Per Devanha, 26th April, 11 a.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjikini, 26th April, 11 a.m.

Philippine Islands—Per Loongsang 26th April, 1 p.m.

Macao—Per Sui Tai, 26th April, 1.15 p.m.

Batavia, Samarang & Sourabaya—Per Tjiljow, 26th April, 2 p.m.

Philippine Islands—Per Zafiro, 26th April, 3 p.m.

Japan via Kobe—Per Tjilatjap, 26th April, 3 p.m.

Amoy and Shanghai—Per Tjibor-das, 26th April, 3 p.m.

Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Japan 26th April, 5 p.m.

Haiphong, Fakhai and Saigon—Per Triumph, 26th April, 5 p.m.

Shanghai and North China—Per Linan, 26th April, 5 p.m.

Swatow—Per Haimun, 27th April, 9 a.m.

Swatow, Amoy and Foochow via Tamsui—Per Daijin-maru, 27th April, 9 a.m.

Hoihow and Tournon—Per Mat-hilde, 27th April, 9 a.m.

Straits and India via Bombay—Per Ischia, 28th April, 11 a.m.

Straits, Ceylon and India via Bombay—Per Kawachi-maru, 28th April, 11 a.m.

Macao—Per Sui Tai, 28th April, 1.15 p.m.

Shanghai and North China—Per Bohemia, 28th April, 3 p.m.

Haiphong, Fakhai and Saigon—Per Kaitong, 29th April, 8 a.m.

Philippine Island, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Luzow, 29th April, 9 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 29th April, 10 a.m.

Swatow and North China—Per Hangsang, 29th April, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, South America and San Francisco (Europe via Siberia)—Per Shinyo-maru, 29th April, 11 a.m.

Macao—Per Sui Tai, 29th April, 1.15 p.m.

Philippine Island—Per Chinhua, 29th April, 3 p.m.

Shanghai, North China and Japan via Nagasaki, Victoria and Tacoma—Per Mexico-maru, 30th April, 1 p.m.

Straits and India via Calcutta—Per Laisang, 30th April, 1 p.m.

Macao—Per Sui Tai, 30th April, 1.15 p.m.

Shanghai, North China and Japan via Kobe—Per Thongwa, 1st May, 11 a.m.

Philippine Islands, Timor, Australia, Tasmania, New Zealand via Port Darwin—Per Eastern, 1st May, 11 a.m.

Shanghai and North China—Per Anhui, 1st May, 3 p.m.

Swatow, Weihaiwei and Tientsin—Per Huichow 1st May, 3 p.m.

Swatow, Amoy and Foochow—Per Haiching, 2nd May, 10 a.m.

Philippine Islands—Per Yuen-tang, 3rd May, 1 p.m.

SHIPPING NEWS.

ARRIVED.

Shinyo Maru, Jap. s.s., 2,664, T. Okuma, 24th April—Singapore 18th April—Cotton.—N. Y. K.

Triumph, Ger. s.s., 739, W. Lange-chwager, 24th April—Holhow 23rd April, Gen.—J. & Co.

Daguy, Nor. s.s., 883, Solvesen, 24th April—Tourane 22nd April, Coal.—A. Bune.

Tjiljow, Dutch s.s., 6,365, Sabolt, 25th April—Shanghai 23rd April, Gen.—J. O. J. L.

Kaitong, Br. s.s., 998, Sidford, 25th April—Manila 22nd April, Gen.—B. & S.

Kawachi Maru, Jap. s.s., 3,821, Christiansen, 25th April—Mojji 20th April, Gen.—N. Y. K.

Haimun, Br. s.s., 641, Evans, 25th April—Fochow, Amoy and Swatow 24th April, Gen.—D. L. & Co.

Siberia, Am. s.s., 5,655, A. Zeeder, 25th April—San Francisco 29th Mar., Gen.—F. M. Co.

Hokuto Maru, Jap. s.s., 2,696, K. Nishikawa, 25th April—Sourabaya 13th April, Sugar.—D. & Co.

Laisang, Br. s.s., 2,225, Tadd, 25th April—Mojji 25th April, Gen.—J. M. & Co.

Devanha, Br. s.s., 4,785, Hickey, 25th April—Shanghai 22nd April, Gen.—P. & O. Co.

Thongwa, Br. s.s., 6,998, Robins, 25th April—Calcutta, etc., 10th April, Gen.—D. S. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

April 24.

Kirin-maru, for Yokohama. April 25.

Hokuto-maru, for Mojji. Haitan, for Fochow. Quarta, for Saigon.

Sexta, for Bangkok. Demadocus, for Yokohama. Idomenens, for Dalny.

Kamor, for Bangkok. Kawachi-maru, for Bombay. Azumasan-maru, for Nagasaki.

Shinyo-maru, for Kobe. Varg, for Canton. Soshu-maru, for Canton.

DEPARTED.

April 25.

Kirin-maru, for Mojji. Haitan, for Swatow. Profit, for Bangkok.

Yushun, for Canton. Linan, for Canton. Hangsang, for Canton.

Varg, for Canton. Singan, for Haiphong. Sexta, for Siam.

Quarta, for Swatow. Kamor, for Siam.

PASSENGERS ARRIVED.

Per s.s. Kaitong, arrived 25th inst., from Manila:—

Amolsch, A. L. Maroo, A. Estella, J. Tranco, R. Lopez, V. Murga, R. Miller, L.

Per s.s. Devanha, arrived 25th inst., from Shanghai:—

Bailey, Rev. and Dent, H. Mrs. Kent, Capt. W. Colleyshaw, E. E. Ridgon, E. H. Culpin, Dr. and Smith, W. Capt. Mrs.

Per s.s. Thongwa, arrived 25th inst. from Calcutta, &c.:—

Meyers Richards

Per s.s. Siberia, arrived 25 inst., from San Francisco, &c.:—

Al. Mr. & Mrs. Martin, R. B. O. K. Mitchell, H. H. A. MacLaren, J. A.

Benson, J. N. A. McIntyre, F. F. E. Brown, Mr. and Mrs. Geo. F. Bowmen, M. C. Poon Lam-sang.

Brooks, Mrs. F. Powell, F. M. Cameron, W. A. Swift, Mr. and Mrs. Geo. H. Crockett, Mrs. J. B. Schreiner, W. B.

Case, Capt. H. E. R. Ehardt, Capt. W. Talmage, A. B. Forell, W. T. T. San-bur.

Frazier, Capt. & Thomas, G. E. Mrs. L. V. Wardell, Mrs. Heath, P. G. Walker, Wm. H. H. H.

Heath, Mrs. P. Waitzel, H. W. Kooley, Van M. Worcester, G. Leadbetter, E. G. Capt. W. H. Yeung, C. K. Laning, R. H.

Opters, Fresh, Fried or Stewed. Flades, Haddo, Kippers &c. ALEXANDRA, CAFE.

WEATHER REPORT.

On the 25th at 12.02.—Pressure is now highest in the neighbourhood of the Bonins. It has increased considerably over N.E. Japan, the depression having passed into the Pacific. Changes elsewhere are small.

Shallow depressions still appear over Indo-China and the Yangtze Valley.

Moderate southerly winds are indicated along the east coast of China, and the western portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. S. winds, moderate; cloudy.

2 Formosa Channel. S. winds, fresh.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 25th April, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force.

Wostock 7a 29.85 46 80 — 0 0

Nemuro 6a 29.81 — — s 3 —

Hakodate 29.91 — — s 0 —

Tokio 30.01 — — nw 1 —

Kochi 30.03 — — wsw 1 —

Nagasaki 29.95 — — sse 6 —

K'shima 30.02 — — — 0 —

Oshima 30.02 — — s 2 —

Naha 30.01 — — se 1 —

Ishijima 29.95 — — s 4 —

Bonin Is. 30.10 — — nne 1 —

Chafoo 29.86 46 26 n 4 cb

Hankow 29.76 65 — — ssw 3 fm

Shanghai 29.75 64 100 ssw 7 fm

Gutalap 29.86 68 — — 0 dh

Sharp P. 29.89 74 90 sw 2 or

Amoy 29.88 74 95 s 1 dh

Swatow 29.89 — — sw 2 —

Taihou 29.89 — — sw 2 —

Taihu 29.89 — — se 6 —

Tainan 29.87 — — se 6 —

Koshun 29.87 — — e 6 —

P'dores 29.80 78 86 se 1 0

Canton 29.80 78 84 s 1 0

H'kong 29.76 — — se 4 0

Gap Rock 29.77 76 — — se 3 0

Macao 29.77 76 91 e 3 og

Wuchow 29.75 76 91 e 3 og

Pakhoi 29.75 76 91 e 3 og

Holhow 29.75 76 91 e 3 og

Phulien 29.75 76 91 e 3 og

Tourane 29.75 76 91 e 3 og

C. St. J. 29.75 76 91 e 3 og

Aparri 29.75 76 91 e 3 og

Manila 29.75 76 91 e 3 og

Legaspi 29.75 76 91 e 3 og

Iloilo 29.75 76 91 e 3 og

Bacolod 29.75 76 91 e 3 og

Cebu 29.75 76 91 e 3 og

Lubian 29.75 76 91 e 3 og

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI.....	DELTA	about 8th May	Freight & Passage
LONDON, via	DEVANHA	Noon 25th April	Freight & Passage
Usual Ports of Call.....	Capt. W. R. Hickey		
LONDON & ANTWERP v. Singapore, Penang, Cebu, Port Said, & Marseilles.....	NORE	10 a.m. 30th April	Freight & Passage
SHANGHAI, MOJI, KOBÉ & YOKOHAMA.....	SUMATRA	about 3rd May	Freight & Passage
	Capt. W. R. Le Mar, R.N.R.		

All the above steamers are fitted with Wireless Telegraphy.

For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 24th April, 1913.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES

For Steamers To sail on

KOBÉ & YOKOHAMA	PRINZ SIGISMUND	about TUESDAY, 29th April.
	Capt. D. Lenz T. 6,000	
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	LUTZOW*	TUESDAY, 29th April, 10 a.m.
	Capt. J. Bortfeldt 17,300	
SHANGHAI, TSINGTAU, NAGASAKI & KOBÉ	PRINZ LUDWIG	about WEDNESDAY, 30th April.
	Capt. F. v. Binzer 18,300	
MANILA, ANGAUR, YAP, MARONN, SAMARAI, SYDNEY & MELBOURNE	PRINZ SIGISMUND	SATURDAY, 17th May at 9 a.m.
	Capt. D. Lenz 6,000	
KUDAT & SANDAKAN	BORNEO	TUESDAY, 29th April.
	Capt. F. Sembill	

* Calling at Manila.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG AND CHINA. Hongkong, 23rd April, 1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine, FOR SWATOW, AMOY AND FOOCHEW RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
HAITAN	J. S. Roach	TO-DAY, 25th April, at 11 a.m.
HAIRANG	A. E. Hodgins	SUNDAY, 29th April, at 11 a.m.
HAICHING	W. O. Passmore	FRIDAY, 2nd May, at 11 a.m.

FOR SWATOW. HAIMUN ... J. W. Evans ... SUNDAY, 27th April, at 10 a.m. Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN	6th April.	30th April.
EMPIRE	2nd May.	24th May.
ST. ALBANS	30th May.	21st June.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French